

MUMEYA.
Japanese Photographers.
All kinds of photographic
work done in latest styles
also Passport Photos.
Developing and Printing for
Amateurs a Speciality.
No. 8A, Queen's Road Central.
Tel. 454.

The China Mail

Ford
CARS.
All stocks have been sold.
May we put your name on
our waiting list?
ALEX. ROSS & CO.
Phone 2487.

February 27, 1919, Temperature 61.

ESTABLISHED 1845

Rainfall 0.00 inch.

Humidity 89.

February 27, 1919, Temperature 62.

No. 17,399.

號七廿月二年九十零百九千零英

HONGKONG, THURSDAY, FEBRUARY, 27, 1919.

未己大歲年八國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

GRANDPRIX
HIDRON
AND
OVERLAND
MOTOR
CARS



SILENT
DRIVE
PARLEY
DAVIDSON
MOTOR
CYCLES

TELEPHONE 488.
INSPECTION INVITED.

BEST CARS IN THE COLONY FOR HIRE.



We have just received a
consignment of

THERMOS FLASKS

AND

THERMOS FOOD JARS

Pint and Quart sizes

A. S. WATSON & CO., LTD.,

Hongkong Dispensary.

TEL. 16.

YEE SANG FAT CO.

SMART

LADIES' WHITE CANVAS

BOOTS & SHOES

WHITE
TENNIS SHOES
RUBBER SOLE
Price \$2.50 pair

YEE SANG FAT CO.

Cor. Queen's Road, and D'Aguilar Street.

TELEPHONE 1355.

TAILORS

Diss Bros

TAILORS

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2842.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 438.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

GUARDS GOING HOME.

LONDON, Feb. 25.
The Guards Division has been ordered to return to Britain from the Rhineland. The battalions will arrive at short intervals during the next three weeks.

MINERS VERSUS GOVERNMENT.

LONDON, Feb. 24.
In the House of Commons Mr. Adamson opined that the spirit animating both the Premier and the President of the Miners' Federation gave every promise of finding a solution to the dispute. He urged the government to deal with the questions of wages and hours before Feb. 26. He also asked the Premier to agree to the principle of nationalisation and to leave it to the proposed commission to make the enquiries necessary before the government could make such a big deal.

THE SILVER MARKET.

SINGAPORE, Feb. 27.
The Silver Market is quiet.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE ADMIRALTY.

LONDON, Feb. 25.
The Admiralty denies that a change is impending in the office of the First Sea Lord.

INTERNATIONAL LABOUR.

LONDON, Feb. 25.
The Press Bureau states:—A communiqué from Paris states that the International Labour Legislation Commission considered the Articles of the British Draft concerning economic penalties in the event of a State failing to carry out the obligations entered into under an International Labour Convention.

ROYAL HONGKONG YACHT CLUB.

The re-sale of the fifth of the series of Club Championship Races for the Heyward Hays and Gael classes took place on Saturday last with the following results.

HEYWARD HAYS CLASS.

Yacht.	Handicap on Course.	Finishing Time.	Corrected Time.
Ursula	M.S.	4:01.53	4:01.53
Dawn	"	D.N.S.	
Lysbeth	"	4:03.13	4:04.13
Liza	"	D.N.S.	
Owl	"	D.N.S.	
Position.	Points for race.	Points to date.	
(1) Ursula	6	30	
(2) Lysbeth	4	25	
(3) Dawn	1	13	
(4) Liza	1	11	
(5) Owl	1	4	

GAEL CLASS.

Yachts.	Handicap on Course.	Finishing Time.	Corrected Time.
Gael	M.S.	4:17.11	4:17.11
Toinette	Scratch	D.N.S.	
Joan	"	4:17.34	4:17.34
Thecla	"	D.N.S.	
Dorothy	1:02	D.N.S.	
Asthorpe	1:02	4:25.49	4:24.47
Position.	Points for race.	Points to date.	
(1) Gael	7	31	
(2) Joan	5	29	
(3) Asthorpe	4	13	
(4) Thecla	1	8	
(5) Dorothy	1	3	
(6) Toinette	1	1	

CRUISE CHAMPIONSHIP.

In the fourth event which was sailed on Sunday last no yacht completed the course of Cheung Chau (S) within the time limit and the event will have to be re-sailed.

Intending subscribers to the Dover Patrol Memorial Fund are reminded that the list will close to-morrow, Friday. Subscriptions should be sent to Mr. P. S. Cassidy, c/o Hongkong & Shanghai Bank.

CHINA'S RAILWAYS.

The following article was translated from "Le Journal de Pekin".

The consolidation of all foreign interests in Chinese Railways is no longer a speculative matter. Every day fresh evidences arise that hard headed business men consider the step desirable. It is desirable, ways and means for taking it will be found. Seven years hence England will celebrate the centennial anniversary of the first commercial railway. China must not be found upon that date with no more railways than England had after only two decades of construction. Yet unless the new mode of procedure be adopted, such will be the case. After thirty years of construction under the system of competitive concessions, China has only 6000 miles of line. The old system has failed.

In a late number, the form of association for the new method of procedure was outlined. Briefly we proposed a Central Board composed of a representative of Japan, America, Great Britain, France, and China to govern all railways in China. We proposed that in addition to this number, a representative of Russia should be appointed when that country is able to make a national appointment, and that at the same time an additional representative of the Chinese government should be seated. The Chinese representation to increase in proportion to the Chinese investment, be that investment acquired by subscription to funds for construction, repayment of mortgages, or additions to the property through surplus earnings.

The functions of such a board are so obvious perhaps, that consideration should probably be given first to limitations upon them.

The first fear in the Chinese mind is that by putting Chinese railways in the hands of the combined foreign interests she is thereby rendering herself absolutely impotent to throw out the foreigners, whereas if she continued with the foreigners divided she might someday be able to throw out one, and then another, and thus finally get rid of them all, especially if favourable opportunities should offer to enlist the aid of our power against another. While we can not forbear asking if after a twenty year trial of it China is now more able to throw out Japan, or Great Britain than she was in 1898 when was the scramble for "spheres of influence," we need not tarry for the answer. We will propose instead that the combined interests place a definite limitation upon their period of stay, and put the means of enforcing that limit in the hands of China to be exercised or not as appears best to her. We therefore propose that no issue of mortgage bonds run for a longer term than fifty years, and that beginning with the twenty-sixth year of the term, four percent of the entire amount of such issue shall be repaid annually out of earnings.

Now, remember that the Chinese government already has a tidy \$140,000,000 invested in her railway system. Remember that these lines yearly require large additions to their property to be made out of earnings, in order to take care of a volume of business which is increasing ten per cent annually. Remember that these lines have earnings at least \$20,000,000 above the costs of operation and interest charges, and that for the next twenty-five years this process would be increasing the government's share in the total investment. Remember that after about ten years each of the new lines would be able to add something to the government's share. It is evident then that if the Chinese turn to and use the earnings of the railways in any proper fashion, they can secure a majority upon the Board of Administration within about thirty years from date.

It is barely possible that in the meantime China would consider greater extent of construction desirable, and therefore would wish to enlist foreign capital to such an extent as to keep her investment a minority interest during a greater length of time. In South America this has been the condition all along. In such a case, provision could be made connection with later loans that the foreign majority should be reduced to a minority so long as the ensuing Chinese management were able to meet its obligations.

The Central Board of Administration would be first of all a financial unit charged with procuring the funds for merging the present railways and constructing future lines. In order to accomplish the first named function, one of two possible methods would have to be followed. Possibly the most simple method would be to secure the assent of the present owners of each line to administrative control by the Board in exchange for a guarantee of interest and principal, the Board assuming all the obligations of such lines. Since all of the foreign controlled lines have been built as a result of treaty provisions, the interest of the governments involved would have to be

secured. Possibly this will be easy. Probably it will be difficult. Much depends upon the results at Versailles. But whatever the attitude of the Peace Conference, little will be accomplished upon this project unless those of us who are here on the ground point the way and call out with a loud warning voice.

The second method would be to issue Refunding Mortgage bonds with terms sufficiently attractive to make holders of the old bonds wish to exchange them for the new. At present most Chinese railway issues are quoted at about 70 per cent of par. This discount results from two causes, low interest rate and skepticism regarding China. It will be a long, long, long time before China sees any more 5 per cent money coming begging for investment. The interest rate for the next generation will have to be higher. Bonds which now bear a rate of five per cent will have to be raised to at least six in order to be quoted at par. But that will fail unless confidence is restored, in Chinese investment. The consolidation which we propose should raise the plane of the best government bonds. It will indirectly be the means of restoring order in China. It will take away the fear of international conflict which itself is the most depressing factor in any market. It will remove the dangers of rate wars, permit the proper development of extensions and feeder lines and supply through traffic connections without which the best located and built line in the world has a hard time of it. But most of all it guarantees a rapid development in the territory served by the line, which will mean heavy traffic. Without any increase in the interest rate, this should make any holder of a Chinese railway bond keen to exchange it for the consolidated issue. On the other hand, if through some sentimental or stupid reason holders of present issues should hold out and thwart this plan, unless they are now in very feeble health, they would probably live to see a conflict in China which not only would destroy the earning value of their line, but even the line itself. The choice comes pretty close to being, "What will you have? Something good or nothing?"

But another attractive feature could be added to the consolidated refunding issue. On certain lines at present the bondholders receive in addition to the interest a share in the profits of the line. At present it is provided that this share is one-fifth, but in the aggregate it shall not exceed more than one-fifth of the total par value of the bonds outstanding. The immediate result of such a provision is that it gives a speculative value to the bond which results in a lower interest rate. The second result is that the foreign management becomes highly interested in the most economical administration of the property. Unless construction be economical, supplies be purchased in the lowest market, and operation be the most efficient, the bondholder loses a portion of this speculative return. Be assured then that he will place the best man he can find in the responsible positions. On the Shanghai-Nanking railway where this system is in operation, the number of men employed in proportion to the business transacted and the operating costs per unit of traffic, are the lowest in China. And it is apparent that upon this line the trains are most regular, the equipment in best condition, and the rates the lowest of any line in China.

It would seem however that some improvement could be made in the form of participation in profits over that in force on the Shanghai-Nanking line. On that line the division of profits, it is contended, must be made yearly. Thus until there is a prospect of making a profit, the management has no incentive from this cause to achieve anything. If all the deficits of unprofitable years had to be made up before a profit were to be divided, the management would have the same incentive during lean years to make the deficits as small as possible as during the fat years to make the profits as big as possible. Then again, on the Shanghai-Nanking, after one fifth of the original capital has been repaid to the bondholders in the form of profits, they have no further participation. From that time on they have no interest in operation of the line. This is a defect which should be remedied by making the profitsharing feature co-terminous with the life of the bond. If this were done, perhaps the share to be allotted to the bondholders might be reduced from twenty to ten per cent, advantageously to all concerned.

BUSINESS NOTICES

J. T. SHAW.

TAILOR, HABITMAKER
AND
OUTFITTER.

21, HONGKONG HOTEL BUILDING,
HONGKONG.

Have you seen the Wonderful
"DAVON"
SUPER TELESCOPES

Made in England, length only 13 inches, magnifies 36 diameters and gives wide objective; will focus sharply on objects a few feet or many miles away.

USED BY BRITISH OFFICERS AT THE FRONT.

Price, complete with two extra lenses, rubber eye piece, tripod, leather carrying case, etc., etc., etc., \$75.00.

WE HAVE THEM READY FOR DEMONSTRATION.

ALEX. ROSS & CO.,

MACHINERY DEPARTMENT.

4, Des Voeux Road Central,
Telephone 2487.

FORTIFY YOURSELF

by taking
FLETCHER'S COMPOUND
GLYCEROPHOSPHATES.

The Ideal General Tonic.

OBTAINABLE ONLY AT

THE PHARMACY
(FLETCHER & CO., LTD.)

Tel. 345.

22, Queen's Road Central.

SENNET FRERES.

(ALBERT WEILL, Successeur.)

QUEEN'S ROAD CENTRAL.

Silver Ware, Bronzes, Clocks, Porcelain Vases and Statues, Cut Glass, Electro Plate, Electric Lamps, etc. In our Jewellery Department, we have just received the latest novelties from Paris which will be sold at low prices.

THE

IDEAL

DISINFEC-

TANT.

IZAL
A TRIUMPH OF CONCENTRATION.

TO BE

OBTAINED

AT ALL

THE

LEADING

STORES.

SOLE AGENTS:

W. R. LOXLEY & CO.



Hughes & Hough

Auctioneers to the Government
General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Code used
Bentley's
A. A. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

FRIDAY,
February 28, 1919, at 11 a.m.,
at No. 2 Humphreys Building,
Kowloon.

THE SUNDAY
VALUABLE HOUSEHOLD
FURNITURE,
including:
Large Chesterfield Sofa and Arm,
chairs (English make), a few pieces of
Blackwood Furniture, etc.
Large Brass Bedstead, Wardrobes,
Toilet Table, Washstand,
Electric Fittings and Sanblinds.
On view day of sale.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, February 18, 1919.

G. R.
PUBLIC AUCTION.

THE Undersigned have received instructions from H. M. VICTORIANO, STONE OFFICER, to sell by Public Auction, on

THURSDAY,
March 6, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Lee House Street,
A QUANTITY OF

Electro-plated Ware
and **Linen Goods,**
Comprising:
Table Napkins, Glass Cloths, Pillow
Cases, Face Towels, Huckaback
Towels, Bath Towels, Blankets,
etc., etc., etc.

Terms—Cash.
HUGHES & HOUGH,
By Appointment Auctioneers
to the Admiralty,
Hongkong, Feb. 25, 1919.

G. R.
PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction, at the Hongkong & Kowloon Wharf & Godown Coy.'s Premises, War Department Material, as follows:

250 Rails weight about 63 tons,
SCRAP IRON comprising:
Angle, Round, Flat, Sheet Iron,
etc., about 140 tons.
Date of Sale will be published later.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers to the Government,
Hongkong, Feb. 21, 1919.

FOR SALE.

THE Undersigned have received instructions to sell
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Lee House Street,
**One complete set Engines and
Boiler in good working order.**

DESCRIPTION:
Set of Compound Engines, 16 x 33,
by 24 strokes,
Boiler, 12 x 10, working pressure
120 lbs. on Veritas survey.

To be sold in one lot, together with
Engine Seat, Shafts and Propeller and
all piping, etc., connected with the
above mentioned Engines and Boiler.

Also
Anchors and Chains, Wooden Mast,
And
2 Navigating Compasses.

At present stored at Kwong Tung
Choong's wharfyard.

Inspecting orders and further particulars may be had from the undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers,
21, 1919.

NOTICES.

THE HONGKONG HOTEL CO.,
LIMITED.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY
GENERAL MEETING of the above
Company will be held at the REGISTERED
OFFICE of the Company,
Fodder Street, Victoria, in the Colony
of Hongkong, on FRIDAY, the 28th
day of February, 1919, at Noon, when
the subjoined resolution which was
passed at the Extraordinary General
Meeting of the Company held on the
EIGHTH day of February, 1919, will
be submitted for confirmation as a
Special Resolution:—

"That the Articles of Association be
altered in manner following:
"In Article 82 the word 'five'
shall be substituted for the word
'four'."

The effect of this resolution will be
to increase the minimum number of
Directors from four to five.

At the Fourteenth day of February,
1919.

By Order of the Board,
J. H. TAGGART,
Secretary and Manager.
Hongkong, Feb. 14, 1919.

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN that
the ORDINARY YEARLY
MEETING of the SHAREHOLDERS
of this Company will be held at the
Company's Hotel, Hongkong, on FRIDAY,
28th February, 1919, at 12.15
P.M. for the purpose of receiving the
Report of the Board of Directors
together with a Statement of Accounts
for the year ending 31st December
1918.

THE REGISTER OF SHARES of
the Company will be CLOSED from
FRIDAY, 21st February to FRIDAY,
28th February, 1919, (both days inclusive)
during which period no
TRANSFER OF SHARES can be
REGISTERED.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.
Hongkong, Feb. 15, 1919.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the above Company
will be held at St. George's
Building, Chater Road, Victoria, on
TUESDAY, March 4, 1919, at 12
o'clock Noon, for the purpose of receiving
a Statement of Accounts and the
Report of the General Managers for the
year ending December 31, 1918, and
electing a Consulting Committee and
Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
THURSDAY, February 27, 1919,
UNTIL TUESDAY, March 4, 1919,
both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, Feb. 21, 1919.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE FINAL DIVIDEND DECLARED
for the Year ending 31st
December 1918, at the rate of Two
Pounds five shillings Sterling together
with a Bonus of One Pound ten shillings
Sterling per share, is payable on
and after MONDAY the 24th day of
February Current, at the Offices of the
Corporation, where Shareholders are
requested to apply for Warrants.

By ORDER OF THE COURT OF
DIRECTORS,
N. J. STABB,
Chief Manager.
Hongkong, Feb. 23, 1919.

NATIONAL LOAN OF THE
FOURTH YEAR OF THE
REPUBLIC (1915).

SUBSCRIBERS to the above Loan
are hereby notified that redemption
of the bonds drawn at Peking on the
27th January last will begin on the
17th February, 1919.

Payment in cash or its equivalent
will be made at the Bank of China and
Bank of Communications or any of the
branches of the above Banks and also
at the Shanghai Office of the Hongkong
and Shanghai Banking Corporation.

Any Bond of which the following
are the two terminal numbers, namely:
01, 04, 14, 18, 22, 24, 37, 48, 56, 66,
69, 73, 78, 81, 98, is a drawn Bond.

F. A. AGLEN
Inspector General of Customs.

NATIONAL LOAN OF THE
FOURTH YEAR OF THE
REPUBLIC (1915).

IN connection with the first drawing
of the above Loan holders of drawn
Bonds are requested to note that
Coupon No. 8 maturing on the 12th
April, 1919, will be available for payment
to the extent of TWO-THIRDS
of its value any time on or after the
17th February, 1919. The remaining
third of the value will be held to
represent the unexpired period from
date of redemption to date of maturity
and no claim for interest will be
admitted in respect thereto.

F. A. AGLEN,
Inspector General of Customs.

WANT

ADVERTISEMENTS

25 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional 5 words 4 Cents.

LOST, STOLEN, OR STRAYED.

FROM "Crownest" No. 152, The
Peak, SEALYHAM TERRIER
DOG, rough haired white with black
markings aged about one year. Last
seen on Barker Road. A suitable
reward will be given. Communicate
above address.

TO LET.

TO LET.—1 Chatham Road, 5 ROOM
EDHOUSE. Apply No. 3 Chatham
Road, Kowloon.

TO LET.

119 The Peak, Ardsheal.
**HONGKONG LAND INVESTMENT &
AGENCY CO., LTD.**

TO LET.

A SHOP in Nathan Road, Kowloon.
A-5 roomed house with Tennis Court
in Menden Villas, Kowloon.

Apply to
**HUMPHREYS ESTATE & FINANCE
CO., LTD.**
Alexandra Buildings.
Hongkong, Jan. 22, 1919.

NOTICE.

ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony should apply in
person between the hours of 9 a.m. to
1 p.m. and 2 p.m. to 4 p.m. daily at the
PASS OFFICE, Post Office Building.

Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register themselves
under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

From SAN FRANCISCO, via HONOLULU,
JAPAN PORTS and
MANILA.

THE Steamship
"SHINYO MARU."

The above named steamer having
arrived, Consignees of Cargo are
hereby notified to send in their Bill of
Lading for counter-signature, and to take
immediate delivery from alongside.

Cargo remaining undelivered on
February 28, 1919, at 5 p.m. will be
landed at Consignees' risk and expense,
and delivery must then be taken from the
Company's Godown.

Storage charges will be assessed on all
cargo remaining undelivered on
March 5, 1919, at 5 p.m.

No Fire Insurance whatever will be
effected.

No claim will be recognised after the
goods have left the Steamer or Godown.

All chafed and damaged cargo will
be landed into the Company's Godown,
where they will be examined on March
5, 1919, at 10 a.m.

No claim will be recognised if filed
after March 10, 1919.

T. DAIGO,
Manager.
Hongkong, Feb. 26, 1919.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "COLUMBIA"
FROM SAN FRANCISCO,
HONOLULU, JAPAN PORTS AND
SHANGHAI.

THE above mentioned vessel having
arrived from the above mentioned ports,
Consignees of Cargo are hereby notified
that their Cargo will be landed at their
risk into the Godowns and/or other
Hazardous Godowns of the Hongkong
Wharf and Godown Co., Ltd.,
Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified
that they must produce an Import Permit
signed by the Superintendent of Imports
and Exports, Hongkong, before Bills of
Lading can be countersigned.

All broken, chafed and damaged Goods
are to be left in the Godowns where they
will be examined on February 24,
1919, at 10 a.m.

All claims must be presented within
a month of the steamer's arrival here, after
which they cannot be recognised.

No claim will be admitted after the
Goods have left the Godowns and all
Goods remaining undelivered after
February 26, 1919, will be subject to rent.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for countersignature
immediately.
PACIFIC MAIL S.S. Co.
J. ORAM SHEPPARD,
Acting Agent.
Hongkong, Feb. 20, 1919.

INTIMATIONS.

G. R.
TECHNICAL INSTITUTE.

THE Institute will re-open on MON-
DAY, March 3.

Students will be enrolled at the
Education Office only, and should
apply at once for entry forms.

Hongkong, February 26, 1919.

**ST. GEORGE'S SOCIETY OF
HONGKONG.**

THE following Telegram has just
been received from the Mayor of
Dover:—

"President St. George's Society,
Hongkong.
Erecting memorial commemorating
glorious work Admiral Sir Roger
Keyes and Dover Patrol. May I
add Hongkong Society to list of
subscribers?"

FARLEY, MAYOR DOVER.

Britons who may wish to participate
are invited to send in their subscriptions,
which are limited to \$5 each, to the
Hon. Treasurer of the Society—
Mr. P. S. CASSIDY, care of the Hong-
kong and Shanghai Banking Corporation—
as soon as possible. List will be
closed on February 28, and an acknow-
ledgment sent to Subscribers in due
course.

F. A. WELLS,
Hon. Secretary.
Hongkong, Feb. 20, 1919.

NOTICE.

BANK OF CHINA.

HONGKONG.

UNDER instructions from Head
Office, Peking, a branch of the
above Bank has this day been established
in Hongkong at No. 20 and 21 Con-
sanguin Road and the following officers
have been appointed and authorised to
sign on behalf of the Bank:

Mr. Tsuyee Pei.....Manager.
Mr. D. R. McEuen.....Sub-Manager.
Mr. Li Hui Yin.....Assistant Manager.
Hongkong, Feb. 25, 1919.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.

\$12.00 PER ANNUM delivered in Hongkong
\$19.00 to all Coast Ports.

No. 5, WALKER STREET HONGKONG.

PRICES \$1.25 and \$2.25.

Tycos

Temperature Instruments
for nearly seventy years

have been rendering the most
satisfactory service in home
and factory. Made in 8,000
kinds and styles for Indicating,
Recording and Controlling
Temperature.

The mark Tycos on any in-
strument is your guarantee
of its accuracy and reliability.

Be sure Tycos is on the instru-
ment when you buy

Household Thermometers
Industrial Thermometers
Pyrometers
Temperature, Pressure and
Time Registers
Hygrometers Hydrometers Barometers
Pocket Compasses, Surveying Compasses
Air Meters, Hand Levels
Rheostats, etc., etc.

Write today for literature. Address
Tycos Instrument Companies
Rochester, N. Y., U. S. A.

There is a Tycos Thermometer in
every laboratory.

WINGARNS

THE "Japan Chronicle" of Feb. 8
made this protest and plea for rea-
sonableness:—

Mankind does not change very
much. Professor Gilbert Murray, in
quoting Aristophanes in denunciation
of war, says that the vials of wrath
of the old satirist are poured out
on profiteers and priests and prophets
and propaganda poets all bursting
with martial ardour. "But much
the worst," in the opinion of Aristo-
phanes, "were the 'sycophants'—
i.e., the informers or patriotic slan-
derers, who lived by inventing false
accusations against decent people."

We are reminded of this passage by
the war correspondence in the
"North-China Daily News," which
publishes some extraordinary letters.
Throughout the war it has opened
its columns to the bitterest attacks
on the Germans in Shanghai, who
are scarcely responsible for their
rulers' misdeeds and are in a position
where they cannot reply, while it has
lost no opportunity of adding to the
volume of hatred against non-com-
batants. The climax was reached
in a letter—anonymous, as all
these communications are—ap-
pearing a few days ago, protesting
against German medical men
being excepted from the repatriation
order. In the course of his letter
this correspondent declares that
while the German doctors had 56
foreign deaths in their practice during
the year 1918, the two British firms,
who presumably had more patients
than the German, "averaged out"—
whatever that means—only 47 during
the same period. It is not clear
whether the correspondent is of
opinion that the greater number of
deaths among the patients treated by
the German doctors was due to lack
of skill or to deliberate malice. He
does not even think it necessary to
ascertain what was the actual num-
ber of patients treated by doctors of
different nationalities. Medical men
will be interested to learn that in the
view of this gentleman, who seems
to have the intelligence of a South
Sea Islander, every case of death may
fairly be put down as a black mark
against the physician. But if
the correspondent of the "N.C.
Daily News" shrinks from suggesting
actual murder, he does not hesitate
to ascribe the vilest motives to the
future practice of the German doctors
if they are allowed to remain in
China. He suggests that they will
be enabled "to deliberately graft
life-long drug habits on weak-willed
patients," which sounds like a quota-
tion from an advertisement of Pink
Pills for Pale People, though how a
life-long habit can be grafted de-
liberately or otherwise he does not
explain. Perhaps it is his gram-
mar that is at fault, as it is suggested
by his split infinitives and general
incoherence. He foresees the German
doctor becoming peculiarly interested
in the sale of quack medicines. He
can injure professional rivals by
telling patients who come
to him that they have not
been properly treated. He can
perform surgical operations when
they are not required and thus main-
tain a person for life. He can worm
secrets out of his patients and black-
mail them, and so on. It is scarcely
necessary to say that this charitable
person believes in the German Black
List of secret vice which was alleged
to exist by the witnesses in the
Femerton-Billing case. Of no im-
portance whatever is the fact that
the woman upon whose evidence the
existence of the book chiefly rested
was "afterwards" prosecuted for
bigamy, when the evidence disclosed
her to be an habitual and systematic
liar. It does not occur to his addled
brain that if it is true the German
Black List contains the names of
England's leading men, including
statesmen, judges, and eminent
publicists, all charged with unspeak-
able vice, the condition of Eng-
land must be as decadent and de-
praved as some German writers have
maliciously asserted. In his eager-
ness to asperse the German doctors
it is immaterial that he is disgrace-
fully maligning his own countrymen
as well as exhibiting his own gross-
ness. Four years ago it would have
seemed impossible that any decent
man could have been capable of in-
venting such a letter to the Press, and
still more that any decent journal
would publish it. Yet the "N.C.
Daily News" not only inserts
this extraordinary farrago of malici-
ous nonsense, but virtually endorses
it in an editorial paragraph. Journal-
ism appears to be at a low ebb in
Shanghai. When the Rev. J. C. Dar-
went, whose sermons are printed at
length in the Shanghai Journal, has
exhausted the wickedness of Lord
Morley's unbelief, perhaps he will
turn his attention to the correspon-
dents who are welcomed to its
columns.

NOTICES.

THE MOTOR UNION INSURANCE CO., LTD.

(Incorporated in England.)

Being Agents for the above COMPANY, we are empowered to issue
POLICIES against FIRE, MARINE LIFE and MOTOR ACCIDENTS at
current rates.

For further particulars, please apply to—
UNION TRADING COMPANY,
Princes Building, General Agents.

FOR CARS on HIRE

Experienced Chauffeurs
and
Expert Mechanics.

A Large Number of
New and Comfortable Cars
Always in Readiness.

Phone
977 & 2589

**MERCURY
GARAGE CO.**

Arrangements
for Special
Occasions.

55-57 Des Voeux Road Central.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

BIG CLEARANCE SALE

FOR

20 DAYS ONLY

Beginning on the 20th inst.

Miss No Opportunity.

THE SINCERE CO., LTD.

TEL. 1967 & 1968.

JAMES STEER.

8, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

Tel. 2877. Tel. 2877.

ROSE'S

LIME JUICE

Delicious,
Wholesome,
Refreshing.

Prepared from the pure juice of the
finest West Indian Lime Fruit grown
on our estates in Dominica, West
Indies.

Insist on having ROSE'S.

SPEY ROYAL SCOTCH WHISKY.

10 Years Old.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Telephone 118.

Powell Ltd
TELEPHONE 346

GENTLEMEN'S HIGH-CLASS TAILORS

HAVE A LARGE STOCK OF

SUITINGS

AND

LIGHT & HEAVY

OVERCOATINGS.

These are priced much lower than those prevailing in England. Having placed our orders well ahead we are offering all the popular cloths in a grade now practically unobtainable.

MARRIAGES.

WALLER-HO.—On February 26, 1919, at St. John's Cathedral, Hongkong, by the Lord Bishop of Victoria, assisted by the Rev. H. C. Copley Moyle and the Rev. A. D. Stewart, Arthur Joseph Waller, son of the late Joseph Waller, Luton, Bedford, to Elizabeth Lydia, daughter of the Hon. Mr. Ho Fook, Hongkong. (Shanghai papers please copy).

COBBAN-WOODCOCK.—At the Parish Church, Kettering, England, on February 17, Alexander Douglas Cobban, only son of the late Captain and Mrs. Cobban, to Gwendoline Ashwell Woodcock, elder daughter of Mr. G. A. Woodcock and the late Mrs. Woodcock.

BIRTH.

BULLOCK.—At the Government Civil Hospital, on Thursday, 27th February, 1919, to Mr. and Mrs. Edward Bullock, a daughter.

DEATH.

LLOYD.—On Dec. 26, at Mitcham, Charles Vincent Lloyd, formerly of Hongkong, in his 81st year.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, Feb. 27, 1919.

THE ENGLISHMAN'S MANNER.

The war has given Americans one problem that has given them a lot of trouble. They were so convinced that the Englishman was a slow-witted, conceited, stiff and boorish fellow that it was very difficult to reconcile this firmly held tradition with the new conviction that he was a bit of a hero, of self-sacrificing courage, and an ally who knew things about war that they didn't. There have been numerous contributions to the Press on the subject, one of which we recently reprinted. That little story of the American officer, anxious to get on a friendly footing with the English officer, who was frozen by the English officer's manner, is quite likely true. "So you're going to clean up Brother Boche together?" began the American.

LOCAL AND GENERAL.

To-day's dollar 3/1 3-16.

To-day's return of communicable disease shows one case of bubonic plague, one of diphtheria, and one of cerebro-spinal fever.

To-morrow there will be a special matinee at the Hongkong Theatre, showing "The Daughter of Mac Gregor," a Paramount drama in 5 parts.

A lecture will be given, under the auspices of the Hongkong University Medical Society, to-morrow by Mr. H. A. Phipps, the subject being "Some Aspects of Rationalism."

The Fawley Theatrical Company is opening a season at Hongkong on March 7. They are expected to arrive on the "Dilwara" on March 1, and will play at Canton first.

A Chinese coolie was arrested on the "Haitan" with a quantity of rope stolen from the ship concealed in a basket. The Third Officer of the steamer Mr. F. E. Manns, gave evidence before Mr. E. E. Lindsell, and the thief was sent to prison for four weeks.

Messrs. W. R. Neighbour and A. G. P. Lee met to-night the V.R.C. in the competition for the Open Billiard Championship. K. K. Leung had a walk-over from P. F. Wong. The tie-K. Higashide v. F. W. Black was postponed owing to the illness of the former.

There was a small attendance at the whist drive held in the Dockyard last night by the Dockyard Recreation Club. Mr. A. B. Allan did the duties of the M.C. and handed the prizes to the winners. These were Mrs. Harrison, Mr. Ashton and Mr. Langford.

A Chinese was fined \$50 by Mr. J. R. Wood this morning for being in possession of four mace of illicit prepared opium. At a search made by Inspector Wildin yesterday in his cubicle at No. 11, Shing Wo Street, a pot and other apparatus were discovered which showed that the man was in the habit of converting the drug from its raw state for his own consumption.

The preacher at St. John's Cathedral on Sunday evening next March 2nd at 6 p.m. will be Dr. Neville Bradley a well known medical missionary who has had a varied experience as Medical Superintendent of C.M.S. Hospitals and Leper work at Pakhoi and Yunnan and also in Russia during the war. The Bishop of Victoria is following modern precedent in England in authorising Laymen to speak in Anglican Churches.

No effort has been spared to get the scenic effects of "Pinky and the Fairies" all that could be desired and to insure the smallest details being without a flaw. One of the features of the show will be the Chorus, composed as it is of some of the finest voices in the Colony. Another charming attraction is the Ballet which is not only bound to appeal to all, but will also call forth unstinted praise and admiration. Booking opens to-morrow at 9 a.m. at Moutrie's.

Mr. E. F. Duckworth, Ass. Engineer of the Hongkong Electric Company, appeared in Mr. J. R. Wood's court this morning to prosecute a Chinese coolie who stole a piece of brass plate from the Generating Station at Wanchai. The coolie was searched by an Indian watchman whilst passing the gate and the copper was found concealed in a sack tucked up under his armpit. It was stated that thefts of this nature were of frequent occurrence, and with a view to preventing them, Mr. Duckworth communicated with the C.S.P. as a result of which a strict watch was instituted on the station. The thief was sent to prison for three months, and exposed for four hours in the stocks.

BILLIARDS.

A very interesting game took place at the Palace Hotel last Saturday night between Capt. E. B. Green and Mr. J. Gibson, Green winning by 500 to 416. The highest breaks were 32 25 22 20 by the winner and 47 and 21 by Gibson. Gibson not being satisfied with the result, they will again meet at the Palace Hotel on Saturday night in a game of 500 up commencing at 8.30 p.m.

The Management of the Palace Hotel requires entries for a Tournament on the American plan, viz. Each player must play the other, and the aggregate points counted. Eight or ten of the best players in the Colony are required for this tournament and as the one scoring the most points will be the winner, it will be an incentive for good Billiards. The entrance fee will be \$5.00 and the 1st Prize will be valued at \$100.00. There will be also a second Prize for the Runner up. This Tournament will not start until the Open Championship at the V.R.C. has been decided, but intending players are requested to forward their names to enable arrangements to be made.

HONGKONG JOCKEY CLUB.

THE 1919 MEETING IN RETROSPECT.

The 1919 races should be pleasantly remembered. For this there are many reasons. Firstly, there is the feeling that we are at last virtually free of war and can let ourselves go, and there will be fewer to cavil at the races being held. From a racing point of view everything has been favourable. Glorious weather, splendid arrangements, sporting owners, capable jockeys, fine ponies and charming music. What more could be desired for a successful meeting?

Nothing that we could observe was lacking. The ponies were always out in good time for the races; the starts were fairly prompt, and seldom did a pony get the upper hand of his rider and cause delay. On the course the starters had the ponies off with all speed compatible with a fair start. All the jockeys urged their mounts hot foot to the winning post. The Pari Mutual and Cash Sweeps paid out the lucky winners with a speed and accuracy that was admirable. A special word must be said for Messrs. Lowe, Bingham & Matthews. Six years ago they took over this work at the special request of the Jockey Club. They based their system on the method in vogue in the Shanghai Race Club, taking all the ideas that were best and adding some of their own. The result has been all that could be desired. There are now no complaints and everyone is satisfied that all is correct and above board.

Coming to the principal races, the Derby trophy seeks new quarters. After many sojourns in the stables of John Peel and Sir Paul, the stable of Mr. G. H. Potts this year sheltered the winner of this coveted event. A new jockey also was concerned in the victory. Mr. W. Hill made his first appearance on the Hongkong racecourse, and at his first Hongkong Derby steered his mount first past the post.

Mr. Johnstone had the pleasure of riding Night Hawk to victory in the Champions. His win here was not expected by the majority. Mr. Potts Mountain King, with Mr. Hill up being much favoured. Triumph had many supporters, but when near the winning post and "anybody's race," Mr. Johnstone pulled Night Hawk out from the bunch and cleverly won a hard race by half a length. The Hon. Mr. David Landale was very pleased with his win.

Another coveted honour fell to Mr. Hill. This was the Ladies' Purse. Miss Gurner made the presentation and, the successful jockey, his face flushed with exertion, said he had not come prepared with a speech. However he had come prepared with a lovely bouquet which he handed to Miss Gurner.

Of the jockeys the most successful has been the new man, Mr. W. Hill. He is an exceptionally powerful rider, has a good seat and thorough control over his mount. His judgment is sound as is proved by the results. The fact that it is his first meeting on the course, while all the other jockeys know its every nook and corner, has to be taken into account. He has indeed proved worthy of the company of Mr. J. Johnstone and Mr. A. B. Burkill, from which pair for many years past the public has usually looked for the winner. There was keen rivalry among this trio and Mr. Eric Moller who has ridden so splendidly this year. His wins on Starlight, in the Garrison Cup, and on Moonlight in the Racing Stakes on the first day, on Firelight in the Black Rock Stakes on the second day, and on Daintylight in the Consolation Stakes yesterday, were all fine finishes and examples of well-judged riding and opportunism.

These four with Mr. Vida rode practically all the winners. Mr. Hill heads the list with 8. That Hongkong favourite, Ewo's jockey, Mr. J. Johnstone, has only one less. Comment on the riding of Messrs. Johnstone and Burkill is superfluous. This pair seem part and parcel of the races. For more years than we care to remember they have been riding winners at meetings here, receiving the Ladies' prize, and other coveted distinctions. Mr. Burkill has not ridden so much this year but he has 4 wins and 4 seconds to his credit.

Passing to the owners, Sir Paul and Mr. John Peel have to take second places this year. The most successful stable at the meeting has been Mr. C. H. Potts, with 6 wins, 6 seconds and 3 thirds. A comfortable little record! There is little difference between the results achieved by Sir Paul's and Mr. John Peel's stables. Each has 4 firsts.

H.E. Major-General Ventris entertained many visitors in his private stand during the meeting, including H.E. Mr. Claud Severn. The Acting Governor has given his full support to the meeting and at all times his kindly smiling face could be seen about the course, exchanging compliments and congratulating owners and jockeys.

The work of the new broom was easily observable in the Police Department. Not an accident of note has been recorded. All the Police arrangements worked to a nicety. The new methods adopted at various points maintained traffic in an orderly fashion. Motors, trams, rickshaws, and all vehicles moved one way, Motor cars leaving the racecourse

had to go around the Valley thereby avoiding that horrible and dangerous congestion of traffic which was a feature of previous years. There were many Police on duty, also a detachment of St. John's Ambulance.

Congratulations are due to the stewards for the arrangements which made for the general well-being of the meeting. A special word of praise is due to Mr. Hough who sees these meetings come along year after year. May he see many more and still remain that conspicuous figure in hunting kit. Every year Mr. Hough brings forth some new idea for the comfort and pleasure of the racing community. Somehow the races would not seem the same without him.

The Band of the 18th Infantry, under Bandmaster Vassallo, must be mentioned for the pleasing music they played during the three days. The military under Garrison Sergeant Major A. E. Hurle were also a decided asset in many useful capacities. This is Sergeant Major Hurle's last meeting here, as he goes home shortly to enjoy a well earned pension after 30 years' service, 10 of which have been spent in Hongkong.

Good prizes were the rule in the Cash Sweeps. As much as \$8,982 was paid to the lucky holder of ticket number 1547 in the Champions. This fortunate person is a Captain in the Royal Army Medical Corps passing through the Colony and the ship he is on happened to stay here for a few days and leaves to-day.

The highest price paid for a winner was \$245.30 on the first day, when Mr. Horsford's Malcolm won the Victoria Stakes, but paid only \$7.60 for a place. Other good returns for winners were \$95.70 for Mr. Gouthead's Smokebox, winner of the Valley Stakes on the first day, \$63.70 for Mr. C. H. Potts' Starlight, winner of the Garrison Cup, also on the opening day. Mr. Gaybird's Swallow won the Jockey Cup on the second day and paid \$66.70. On the third day the best dividends were \$63.80 for Mr. Dash's Firefly in the Bialto Stakes (which was surprising seeing that Mr. Johnstone was the rider) and \$38.10 in the last race for Mr. Soares' Tambourine, with Mr. Moller up.

There were few high returns in respect of place betting. The best were two of identical amounts, both on the third day. \$41.80 was paid for Mr. Soares' Siamese Cat, second in the Champions, and for Mr. Fash's Pink Eye in the Consolation Stakes. The next best was \$32.30 for Mr. G. G.'s First Fiddle, second in the Hongkong Stakes.

OWNERS' SUCCESSSES.

	1st.	2nd.	3rd.
Mr. C. H. Potts	6	6	3
Mr. John Peel	4	5	5
Sir Paul Chater	4	4	3
Mr. G. H. Potts	3	0	2
Mr. Soares	2	1	0
Mr. P. S. Gibbings	2	0	1
Mr. Fash	1	3	2
Mr. Fireworks	1	1	1
Mr. R. McGregor	1	1	1
Mr. Medico	1	1	0
Mr. B. Basso	1	0	2
Mr. Gouthead	1	0	1
Mr. Horsford	1	0	0
Messrs. Gaybirds	1	0	0
Mr. Dash	1	0	0
Mr. G. G.	0	2	3
Sir Ellis Kadocoe	0	1	3
Dr. Forsyth	0	1	1
Mr. T. F. Hough	0	1	1
Mr. H. Humphreys	0	1	0
Messrs. Murray & Leitch	0	1	0
Mr. Dryadust	0	1	0
Mr. Dowbiggin	0	0	1
Mr. Adams	0	0	1

JOCKEYS' SUCCESSSES.

	1st.	2nd.	3rd.
Mr. Hill	8	1	5
Mr. Moller	7	6	3
Mr. Johnstone	6	6	7
Mr. Burkill	4	4	1
Mr. Vida	3	1	4
Mr. Knoll	1	5	2
Mr. Krenn	1	1	1
Mr. Dalgleish	0	2	2
Mr. Sedgewick	0	1	1
Mr. Crokam	0	1	0
Mr. Doyle	0	0	1
Mr. Reid	0	0	1
Mr. Adams	0	0	1

NORSE AND NOVARR.

There need be no difficulty, a correspondent writes, about repatriating the German women and children. There are sixty-six German steamers interned in the Dutch East India, three of 10,000 tons, five of 7,000 tons, and none below 3,000 tons. It would not be difficult, surely, to arrange for one or more of these ships to do the work and set the Norse and Novarra free for English women and children.

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever, and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by All Chemists and Storekeepers.

THE NEW GOVERNOR'S WIFE.

TRIBUTE TO MRS. STUBBS.

From a pamphlet entitled "Ceylon's Women Workers and the War," published in Colombo, we extract the following appreciation of Mrs. Stubbs, who may be expected before long to reign at Government House here.

The deep and absorbing interest taken by the first lady of the land, Her Excellency Mrs. R. E. Stubbs, in all matters connected with war funds for the comfort of our soldiers and sailors, will always be an incentive to woman to do her best in humanity's cause. Ever since the War began Mrs. Stubbs has been in the midst of everything, organising, helping, or otherwise taking part in various functions. Her influence has always been exerted on behalf of those suffering pain. With the inherent goodness of heart so characteristic of her, she throws herself wholeheartedly into any movement to make the lot of the wounded soldiers and sailors as happy as it is possible for woman to make it.

Though there are many calls on her time as hostess of Queen's House, she has never allowed her social duties to stand in the way of her labour of love. This speaks volumes for her kindness of heart. Red Cross Societies, the Ceylon Disabled Men's Fund, and The Star and Garter Home are some of the institutions that most appeal to her. She not only helps the various functions, but works as hard as the hardest worker amongst us. Wherever she goes her simplicity of manner and transparently honest desire to help every cause attract large and enthusiastic gatherings. Ever since her advent in Ceylon, she has taken the keenest interest in all local institutions and liberally helped every cause that has for its object the betterment of mankind.

"VANITY FAIR."

The popularity of Mr. Edgar Warwick's fine combination of artists was proved last evening when a full house attended the first show of these favourites after their return to the Colony after an absence of about two months.

The well arranged programme was up to the company's usual high standard and every item, with the exception of only two, were new. The opening chorus "Give us Ragtime" was quite as popular as on previous occasions and brought the Company much applause. Messrs. George Titchener, Leslie Holmes and Sydney Mannering then took the boards and conversed in a light vein, and extracted merriment without a corker. Then followed "The Exquisite Six"—Eileen Boyd, Madge Griffiths, Shirley Cooke, Vera Pein, Thelma Law, and Dorothy May—in "Cupids in the Briny," which turn was received with much enthusiasm. Every other item was great in its own way. Leslie Holmes was sure to raise a laugh every time he came on the stage. Shirley Cooke was at her best in item No. 8—"It seemed rather doubtful to her that eyes, when they belong to mere men, are the index to the soul"—she was accorded much well merited applause.

Messrs. Sydney Mannering, Jean Desormes, George Titchener and George Graystone in a ragtime medley were really good, the blending of voices was very pleasant, and the audience was persistent in its demand for an encore. Leslie Holmes made up as one of the fair sex in a musical number in which he had every ugly thing imaginable to say about men, provoked roars of laughter. His sole reason for his unfavourable opinion of the "man" was the fact that he (or rather she) had been jilted. If Hongkong ever possessed a member of the fair sex who ought to be jilted, she certainly was on the stage at the Theatre Royal last night.

The first part of the programme wound up with a fantasy entitled "A Day in Toyland." Leslie Holmes was again in the lime-light in this item, in the role of the "Broken Doll" and his rendering of that well-known song was very funny.

The second part of the programme saw Dorothy May at her best in "Dreamy Baby," whilst the little potted farce, entitled "Would-be Actors" was very rich. George Graystone as the hero, Shirley Cooke as the "hero" and George Titchener as the villain, had the audience roaring with laughter. The Spanish dance by Vera Pein impressed the audience very favourably, and they gave her a hearty reception. That catchy little item "A nice soft job" was again presented by Shirley Cooke, Madge Griffiths and Eileen Boyd and was just as popular as on previous occasions. The evening's entertainment was brought to a successful close with a combat between Opera and Ragtime in which the whole company, with the exception of Leslie Holmes, took part. But Leslie was not going to be left out. He walked on the stage in the middle of the combat scrubbing his face vigorously with a towel and managed to raise a laugh only for this perfectly natural act. The combat seemed to end in a draw.

The show is on to-night.

ANOTHER ARMED ROBBERY.

CHINESE FORTUNE-TELLER HELD UP.

The house of a Chinese fortune-teller at 293, Canton Road at 7.45 p.m. on the 26th instant was visited by four men who said they would be successful in their business and who wanted their fortunes told accordingly. The fortune-teller consulted his books, and when he looked up he found himself staring into the muzzle of a revolver held in the hand of one of his clients, who were nothing more than robbers. The fortune-teller and the other occupants of the house were then tied up, and the robbers then proceeded to loot the place. They stole money and clothing to the value of \$225 and got away safely.

THE SUMMARY COURT.

Before Mr. Justice Melbourne in the Supreme Court this morning, Ip Leung of No. 15 Jubilee Street, Hongkong, sued Ip Kon Chan alias Ip Fook Wa, a trader of No. 304 Queen's Road, Central, claiming the return of \$500 alleged to have been given by the plaintiff to the defendant to be invested in the Ah Chow Motor Car Co., which the defendant had failed to do.

Mr. Goldring appeared for the plaintiff. The defendant was represented by Mr. Hayward.

The plaintiff in the witness box said he entrusted the money to the defendant who was a clansman of his, to be invested in the Ah Chow Motor Car Co., but the defendant failed to do so, investing the money in the Far East Motor Car Co., instead. The witness did not authorise the defendant to take that course.

The defendant denied the plaintiff's allegations and said the money was originally invested in the Ah Chow Motor Car Co., and when that concern became a failure he notified the shareholders by inserting an advertisement in the Chinese newspapers calling a meeting at a certain Chinese Hotel where he explained matters and urged the transfer of the money to the Far East Motor Car Co. It was after the shareholders had agreed that he effected the transfer.

The plaintiff denied that he had agreed to the transfer. He admitted that he was present at the Hotel on the night in question but denied that a meeting was held. The defendant only invited him to a dinner party, which he (witness) attended. No mention of a meeting was made to him and he knew of none. It was not true that he had authorised the transfer of the money.

The case was adjourned until to-morrow morning in order that the plaintiff might substantiate his evidence by chopping off a cock's head in the temple.

CANTON HOSPITAL.

A gathering of Chinese and foreign friends interested in the Canton Hospital was held in the Hospital ground on February 26, more than a thousand persons being present. Mr. A. W. Pontius, the American Consul, with Mr. Chan Lim-pak, the president of Kwongtung Mining Association, acted as Chairman.

Among those noticed on the platform were Dr. Wu Ting-fang, one of the seven Administrative Directors; A. W. Pontius, the American Consul; a representative of the Kwongtung Military Governor; Mr. Li Lu-keng, a lecturer from Chihli; Dr. C. A. Hayes of Canton Hospital; Mr. Chan Lim-pak; Mr. C. H. Shields, the Postal Commissioner; Rev. W. D. Noyes, the principal of Pui Ying School; Mr. Yau Kung-pao, of Canton Hospital and Mr. Wu Ching-lien, the Speaker of the House of Representatives.

Mr. Pontius, chairman, delivered the opening address. Mr. Pontius said that the hospital expects to have a new building, such a gigantic undertaking would not be easily carried out, unless funds are raised. Following him, Mr. Chan Lim-pak also asked help for a building fund. The King Yee band furnished both Chinese and foreign music to entertain the guests of the hospital. Mr. Yau Kung-pao, representing the hospital, expressed thanks to the friends for their kind attendance. Dr. Wu Ting-fang, an Administrative Director of the Constitutional Government, believed that the rich in Canton should give help to the Canton Hospital, while Mr. Wu Ching-lien, the Speaker of House of Representatives, stated that there is no racial difference in charity. The King Yee Band selections were much appreciated by the Chinese and foreign friends present. Refreshments were served before the social gathering closed.

A FORTY YEARS' TRIP.

CHAMBERLAIN'S Cough Remedy has been curing coughs for the past forty years and is popularly every year recommended by all Chemists and Storekeepers.

ON TOUR IN BURMA.

Lieutenant-Colonel J. Entrican, I.M.S., writes in the Indian Medical Gazette an entertaining account of touring as a civil surgeon in Upper Burma enjoys it. Some people have been heard to assert that a wonderful quickening of the civil surgeon's interest in vaccination takes place when the snipe season begins. Abundant men have even talked about "going on tour" to vaccinate the snipe, but this of course is a base and groundless calumny. Touring in Burma is a much less elaborate business than in India. No one ever uses tents and a small army of servants is unnecessary. In many places there are Government bungalows for the use of officials on tour, and where these do not exist, there is always a "zayat," in which one can put up. Every village and "hpongyi kyung," or monastery, has one or more zayats for the accommodation of travellers—generally wooden structures with a roof and floor, the latter raised two to four feet above the ground. Sometimes the building is partially closed in, but frequently quite open. The village "thuyi," or headman, brings curtains to hang round the zayat and screen off a bathroom, also mats or rugs for the floor. With a camp-bed, table and chair this temporary residence is complete and quite comfortable. The village maidens bring pots of water, bundles of firewood, grass, straw, etc., and the ponies—for most of the touring is done on horseback—are tied up under a neighbouring tree.

The ordinary establishment for touring is a couple of Burman "lookalays," or boys, and one or more syces depending on the number of ponies required; and the usual procedure is for one lookalay to start after dinner in a bullock cart and travel during the night to the next halting place, 10 to 20 miles distant. There, everything is prepared for the reception of the hungry, thirsty civil surgeon, who will probably arrive before noon. The other lookalay remains behind to prepare chota hazari, and as soon as the civil surgeon has started back up the remainder of the kit and follows to the next camp. At dawn the civil surgeon is in the saddle and the day's work begins. The task before him is to visit half a dozen or so villages, gradually working round to the next halting place. The country varies, stretches of cultivated land alternating with undulating ground covered with sparse scrub, or heavily timbered forest pierced with innumerable and confusing tracks. One catches glimpses of the wild life of the jungle, mostly feathered game, and the smaller varieties of deer, occasionally a rhinoceros, or more rarely, a sambar. The larger game is seldom seen, though in some districts wild elephants have to be avoided. The only dangerous animal likely to be met with is the half wild water buffalo, a vindictive brute, with an undying hatred of Europeans; if you meet him on foot and alone when he happens to be in a bad temper, I recommend the nearest tree. If mounted, you are generally, though not always, in better case. Once when riding through some low scrub jungle, I was suddenly charged by one of these gigantic brutes, and promptly fled, but the going was so bad that I could not get away fast enough, for the buffalo came through the scrub as if it had been meadow grass and at a pace that astounded me. Fortunately I was training the pony, for polo and carrying a stick to get him accustomed to it. When the buffalo came within range, I succeeded in landing several, very hard backhanders on his nose, and eventually he desisted, but it was a close shave.

If circumstances compel you to interview a water-buffalo, better, far better, than either tree or pony or polo-stick is a Burmese child. Its age does not matter, anything old enough to stand upright will answer the purpose. Clothed in a grin and armed with a twig, the brat marches up to one of these truculent monsters, calls it names, smacks it on the nose, orders it to "clear out," and simply puts the fear of God into it. You are perfectly safe in company with a Burmese infant, but the ignominy of your position, as a representative of the ruling race, bites into your very soul.

Every afternoon is not occupied in the pursuit of work. Perhaps there is a hill not far away where a pleasant and profitable time can be spent after duck and snipe, the bag forming an agreeable addition to the daily menu. The ordinary Burman villager does not appreciate the attractions of shooting except for the "pok." Sitting down to rest on one occasion while out snipe-shooting, a friendly old Burman came up and entered into conversation. Picking up a snipe he remarked that it was a very small bird, and enquired the price of a cartridge. I replied about two annas. After some mental arithmetic he announced that I could buy a chicken for four annas, and there was a great deal more eating on the chicken than on two snipe, not to mention the time and trouble in getting the latter. He evidently thought I was rather a fool to buy cartridges instead of chickens. I had not the courage to tell him that sometimes a snipe cost several cartridges—he would have regarded me as a fool. Walking back to camp after shooting one night, I and an interesting phase

WHY WAS HIS RIGHT SLEEVE DRY?

Dreams from China and Japan, by Gonnoske Komai (The Eastern Press, Ltd.), is a collection of poems by a Japanese gentleman residing in London. These poems are short, but the author manages to compress in the space a vivid record of memories and reveries of Japan. Writing in London, in the complex heart of the modern world, this Japanese poet opens wide a gateway through which is revealed a glimpse of the colour and charm of the East. It is an impression of Old Japan, and perhaps he looks back upon the past with a regretful sentiment. At any rate, he still wears the silken robes of his ancestors and perpetuates their existence in his graceful verse. "Poetry," says Komai in his foreword, "is the religion of Japan. Through it the Japanese people cultivate their patriotism and Love of Beauty. It is the standard of their daily life." Mr. Komai achieves the maximum of effect with the minimum of means in his poem on Korea:

O Land of Ghosts
Robed in white,
Idly drifting higher and thither.
Or, again, the gentle irony of the jealous Japanese wife—
Darling, tell me—
I am not jealous—
But I only wish to know
If you really walked
Alone through the rain
With your umbrella,
Now is it that your left sleeve
Is quite wet.
The while your right one
Is dry as summer weather?

These poems show a true appreciation of the simple elemental things of life, the varied manifestations of natural beauty and those qualities of patriotism and heroism which have so rapidly transformed Japan from a feudal basis to its present position among the foremost nations of the world.

ANSWERS TO QUERIES.

Below will be found some election results not telegraphed out by Reuters, and which have been enquired for by some of our readers.

PLYMOUTH—DRAKE (42,833).	
*Sir A. S. Benn (Co. U.)	17,188
T. W. Dobson (L.)	6,225
PLYMOUTH—DEVONPORT (31,637).	
*Sir C. Kinloch Cooke (C.U.)	13,240
F. Bramley (Lab.)	4,115
S. Lithgow (L.)	3,930
PLYMOUTH—SUTTON (43,444).	
*Major Waldorf Astor (Co. U.)	17,091
W. T. Gay (Lab.)	5,334
Capt. S. Ransom (L.)	3,488
PORTSMOUTH—CENTRAL (35,984).	
Sir T. Bramson (L.)	10,929
Sir W. Dupree (Co. U.)	6,008
H. Hinshelwood (Lab.)	4,004
PORTSMOUTH, N. (35,367).	
*Major Sir B. Falle (Co. U.)	11,427
L. Yexley (Ind.)	7,063
PORTSMOUTH, S. (37,427).	
Major H. R. Cayzer (Co. U.)	15,842
Miss A. Garland (L.)	4,283
J. Lacey (Lab.)	3,070
EXETER, (31,257).	
*Sir R. Newman (Co. L.)	12,524
L. W. Costello (L.)	8,806
PEMBROKE (42,808).	
Sir Evan Jones (Co. L.)	19,200
Ivor Gwynne (Lab.)	7,712
G. Thomas (Ind.)	597
ROCHESTER—GILLINGHAM (27,899).	
*G. F. Hohler (Co. U.)	12,455
A. W. Tapp (Lab.)	3,705
J. Cronin (Ind.)	1,001
ROCHESTER—CHATHAM (31,000).	
J. T. C. Moore Brabazon (Co. U.)	11,454
Dan. Hubbard (Lab.)	4,134
H. B. D. Woodcock (L.)	2,778
HACKNEY, S. (25,212).	
H. Bottomley (Ind.)	11,145
A. Henri (Co. L.)	2,830
MIDDLEBROUGH, W. (32,235).	
Sergeant Thomson (Co. L.)	10,958
C. T. Cramp (Lab.)	5,350

*Denotes previous member.

The mails, despatched from Hongkong to England by the Empress of Japan on January 15, reached London yesterday.

of jungle life. The path led through some heavily timbered country with here and there a grassy glade. Coming suddenly on one of these open spaces, I stopped motionless in the shadow of a large tree, at the sight that confronted me. On the open grass, lit up by the moonlight, some 15 or 20 hares were holding high revelry, standing on their hind legs, turning somersaults, performing the wildest antics, all as quaint and weird as ever a writer of fairy tales conjured from his imagination. I watched them fascinated, and scarcely daring to breathe, for probably a minute. Then like a flash they vanished, nothing remained but the bare moonlit grass—the revellers had disappeared as swiftly and silently as the fairies are said to do.

HONGKONG C.C.

TENNIS TOURNAMENTS.

Following is the draw for Handicap Singles "A." Handicap Doubles, and mixed Handicaps doubles. Handicaps are in parenthesis.

HANDICAPS SINGLES "A."

1ST ROUND.

N. E. Kent, (lowest 5) v. Capt. H. E. Murray, (recs 3/6). A. A. Claxton, (recs 3/6) v. B. J. C. Evans, (recs 15/2). A. B. Raworth, (recs 1/6) v. Capt. Gray, (recs 15/1). A. Morse, (recs 3/6) v. F. A. Redmond, (owes 2/6). A. H. Crook, (recs 4/6) v. M. R. de Journal, (recs 15/1). S. E. Green, (owes 30) v. Major Ardoino, (recs 2/6). Lt.-Col. Crisp, (recs 2/6) v. Surg. Lieut.-Com. Cockrem, R.N. (recs 15/1). V. Dessau, (recs 15/3) v. L. Forster, (recs 1/6).

HANDICAP DOUBLES.

1ST ROUND.

F. A. Redmond and A. Morse (owe 4/6) v. S. H. Dodwell and D. G. M. Bernard (owe 4/6). A. K. Mackenzie and W. W. Mackenzie, (recs 15/1). A. R. Sutherland and B. J. C. Evans (recs 4/6), and M. R. de Journal and V. Dessau (recs 15/1) Byes.

C. C. Hickling and A. D. Humphreys (scratch) v. Major Ardoino and G. Hastings (recs 2/6).

L. Forster and E. Wilkin (recs 4/6) v. R. Wingfield and J. K. McConnell (recs 15/3).

S. E. Green and E. Abraham (owe 15/3) v. N. E. Kent and J. S. Jennings (owe 30).

Lieut.-Col. Crisp and Capt. H. E. Murray (scratch) v. R. M. Henderson and J. M. Soeters (recs 3/6).

H. C. Macaulay, R.A.M.C. and Capt. D. Wahl, R.E. (recs 15/1) v. J. H. Congdon and C. S. Johnston (recs 15/3).

Pay-Lieut. Robinson, R.N. and Pay-Lieut. Holborn, R.N. (recs 15) v. H. Hancock and A. B. Raworth (owe 15).

A. H. Crook and A. A. Claxton (recs 2/6) v. C. Thorne and E. A. Macdonald (recs 4/6).

Lt.-Col. Coles A.O.D. and Surg.-Lieut. Com. Cockrem, R.N. (recs 3/6) and Major Hammond and Capt. Gray (recs 3/6) Byes.

HANDICAP SINGLES "B."

1ST ROUND.

R. M. Henderson, (owe 3/6) and W. W. Mackenzie, (recs 4/6). Byes. Pay-Lieut. Robinson, R.N. (recs 3/6) v. F. Berington, (recs 1/6).

G. H. Piercy, (recs 15) v. E. A. Macdonald, (recs 2/6).

Pay-Lieut. A. S. Holborn, R.N. (scratch) v. A. K. Mackenzie, (recs 4/6).

E. G. Lammert, (recs 3/6) v. R. Wingfield, (recs 15).

C. B. Brown, (recs 15/3) and Lt.-Col. E. J. Coles, A.O.D., (owe 3/6). Byes.

MIXED HANDICAP DOUBLES.

1ST ROUND.

N. E. Kent and Mrs. Joseph Taylor, (owe 15/3) v. F. A. Redmond and Mrs. Maitland, (scratch). Capt. Gray and Miss Gordon, (recs 15/2) v. A. B. Raworth and Miss Robinson, (owe 4/6). J. S. Jennings and Mrs. Manning, (owe 1/6) v. Major Hammond and Mrs. Grimble, (recs 15/3).

C. Thorne and Mrs. Dreaper, (recs 3/6) v. E. A. Macdonald and Miss Elaine Johnston, (recs 15/3).

A. D. Humphreys and Mrs. Armstrong, (owe 30), v. A. H. Crook and Mrs. Stark, (recs 15/1).

S. H. Dodwell and Mrs. Moxon, (owe 30), v. Capt. H. E. Murray and Mrs. Hammond, (owe 3/6).

L. Forster and Mrs. Bernard Brown, (recs 4/6) v. A. Morse and Mrs. Black, (recs 3/6). Pay-Lieut. Holborn, R.N. and Mrs. Holborn, (recs 15/3), v. G. A. Hastings and Miss Hastings, (recs 5/6).

ELECTRICAL COMBINE.

An important amalgamation scheme in the electrical industry has been carried through by Messrs. Dick, Kerr and Co. A new company has been formed named the English Electric Company, Ltd., which has already acquired all the shares of the Coventry Ordnance Works Ltd. and the Phoenix Dynamo Manufacturing Co., Ltd., both of which are private concerns, and an offer is now made to Dick, Kerr's shareholders to exchange their shares on terms which the directors strongly recommend.

The new company has a registered capital of £5,000,000, of which less than £2,000,000 will have been issued when the proposed exchange with Dick, Kerr shareholders is completed. The company will be one of the three principal electrical manufacturing concerns in this country. The board is representative of the leading engineering industrialists. Three of the main line railways are represented by

Sir Charles Ellis, Great Eastern Railway.

Mr. Hichens, London and North-Western.

Mr. Bernard Firth, Great Northern. Equally important is the representation of our shipbuilding and owning interests by

Mr. John Sampson, director of Harland and Wolff.

Sir Alexander Gracie, of the Fairfield Shipbuilding and Engineering Co.

The chairman and Mr. Hichens, representing respectively John Brown and Co. and Cammell, Laird and Co.

THE PEAK TRAMWAY.

The "China Mail" is informed by the General Manager that the Peak Tramway will be running to the top by the end of next week if nothing unforeseen turns up. The Barker Road station will be ready a week later but until then the present temporary station will be used.

HONGKONG TUNGSTEN MARKET.

From U.S.A. Commerce Reports we take the following by Consul General George E. Anderson, Hongkong.

Despite the fact that shipments of tungsten ore from Hongkong continue at an unprecedented rate, recent developments in the markets of the United States have unsettled market conditions here, and there is considerable uneasiness among producers in the Hongkong field as to the developments of the immediate future. The shipments of tungsten ore from Hongkong to the United States during the first nine months of 1918 amounted to 6,646,512 pounds, valued at \$2,852,913 gold, while shipments during the month of October amounted to 2,531,600 pounds valued at \$1,435,933.

The fall in price of the ore in the United States, apparently due to unusual supplies and an overstocked market, has resulted in a reduction of the output of the Chinese mines, and there is likely to be more or less irregularity of production until the situation in the United States and other consuming countries resolves itself into some more stable condition. Local mining experts, however, are of the opinion that whatever may be the situation in the United States, China will be called upon for all the tungsten it can produce, for the simple reason that under normal conditions and notwithstanding the Chinese Government "military" tax of \$15 per picul of 133½ pounds (which works out to about \$25 in actual practice), the ore can be produced more cheaply in this field than in any other part of the world.

A fall in the exchange value of silver to a more ordinary level will reduce the cost of production of the ore in terms of gold very materially. It is thought, therefore, that there is a great future for the trade despite the uncertainty of the present moment.

Exports to Europe continue in about the volume which has moved so far during 1918, but the great bulk of the exports have been to the United States.

TO-DAY'S NEW ADVERTISEMENT.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY MEETING OF THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. LTD. will be held at the Offices of Messrs. JARDINE, MATHESON & CO. LTD., Pedder Street, Hongkong, on FRIDAY, the seventh day of March, 1919, at 12 o'clock NOON, when the subjoined resolutions will be proposed as Extraordinary Resolutions, that is to say:—

1. That the capital of the Company be increased from \$2,000,000.00 to \$4,000,000.00 by the creation of 20,000 new shares of \$50.00 each such new shares to participate in any dividend declared after the 7th February, 1919, pro rata with the existing capital.
2. That the Articles of Association be altered in manner following, viz:—
 - (a) By the insertion of the words "without the sanction of the Directors" between the word "shall" and the word "except" in line 3 of Article 19.
 - (b) By the addition of the following words at the end of Article 19:—
"Provided further that the registration of a transfer of shares whereby the holding of any shareholder is increased beyond 1600 shares shall be conclusive evidence that the sanction of the directors to such increased holding has been given."
 - (c) By the insertion of the letter "(a)" after the figures "101" constituting the number of Article 101 and by the addition of the following paragraph to Article 101:—

"Board may employ the reserve fund for the time being or any portion thereof (and that whether such fund or such portion as is proposed to be dealt with was set aside for the special purpose to which it is proposed to be applied or for any other purpose or not) in or for all or any of the following purposes; that is to say, in meeting contingencies, in equalizing dividends, in paying special dividends, or bonuses, in retaining, improving or maintaining any of the property of the Company or otherwise in the business of the Company and in or for such other purposes as the Board shall in its discretion think conducive to the interests of the Company and in regard to any such employment as aforesaid the Board shall not be bound to keep the reserve fund separate from the other assets."

(d) By the addition immediately after Article 101 of a new Article as follows:—

"101A. (1) The Company in General Meeting may in the year 1919 pass a resolution to the effect that it is desirable to capitalise to the extent provided for by this Article the sum of \$1,801,000.00 being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,801,000.00 be distributed as a bonus amongst the persons who are registered as the holders of the issued shares of the Company on such date as the Board shall decide in proportion to the issued shares held by them on that date respectively, and that the Board be authorised to distribute amongst such persons as aforesaid one new unissued share for each complete number of three issued shares held by them and that the Board be further authorised to allot the surplus of unissued shares remaining after such allotment to such persons at such times and on such terms and conditions as they think fit."

(2) When such resolution has been passed the Board may allot and issue the 20,000 unissued shares of the Company credited as fully paid up to such persons as are referred to in paragraph 1 of this Article in satisfaction of the said bonus to the extent of allotting one unissued share for each complete number of three issued shares held by them respectively, and prior to such allotment the Board may authorise any person on behalf of such persons as aforesaid to enter into an Agreement with the Company providing for the allotment to them of such shares credited as fully paid up and in satisfaction as aforesaid and in such proportion as aforesaid and any Agreement made under such authority shall be effective.

(3) It shall be no objection to resolutions passed under paragraph (1) of this Article that they are passed at the meeting at which the resolution introducing this Article was confirmed as a Special Resolution, provided that due notice of the intention to propose such first mentioned resolutions shall have been given prior to the confirmatory meeting aforesaid."

Should the above resolution be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board,

W. S. BROWN,
Secretary.

Hongkong, February 18, 1919.

HONGKONG MAN FROM FRANCE.

Passing through the Colony is Capt. J. C. Logan of the Chinese Labour Corps who is on his way to Tsingtao with coolies who are returning to N. China after many months of service in France. Before going to the Labour Corps Capt. Logan was in the business of Messrs. Rutledge & Co., of Hongkong. He is looking very fit and seems none the worse for the many exciting experiences he has had but which at present "Dora" prevents his relating. He has been away for 21 months. With him are Lieut. Draper and Lieut. Farmer, both Shanghai boys.

TO-DAY'S ADVERTISEMENTS.

Ponies! Ponies! Ponies!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup in

WEDNESDAY,

March 5, 1919, at 3 p.m., at the Fountain, opposite the City Hall.

A large number of well-known RACE PONIES.

(Full Particulars from Catalogue.)

HUGHES & HOUGH,
Auctioneers.

Hongkong, Feb. 27, 1919.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (For Account of the Consignees),

SATURDAY,

March 8, 1919, at 12 o'clock Noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

Nine Fox Terrier Puppies (from three distinct litters).

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Feb. 27, 1919.

NOTICES.

For The Races

ZAIR'S STICKS CANES AND JOCKEY WHIPS.

DENTS GLOVES

FOR LADIES AND GENTLEMEN.

Lane, Crawford & Co.

TELEPHONE 1741.

FORTUNATE

ARE THE HOMES HAVING A

COLUMBIA GRAFONOLA

FOR ITS GIFT OF BEAUTIFUL MUSIC BRINGS A NEW AND DIFFERENT PLEASURE TO EVERY MEMBER OF THE FAMILY.

SOLE DISTRIBUTORS:

THE ANDERSON MUSIC COY., LTD.

TEL. 1332

14, DES VOEUX ROAD CENTRAL.

SOUTHARD AND ROBERTSON'S

"MAGNETIC"

COOKING STOVES

INSPECTION INVITED

MUSTARD & CO.,

4, DES VOEUX ROAD CENTRAL.

TELEPHONE 1181.

AGENTS in POONCHOW, AMOY, SWATOW and CANTON:

BRITISH AMERICAN TOBACCO CO.

COLONIAL DISPENSARY.

FANCY PERFUMES,
EAU DE COLOGNE,
TOILET SOAPS,
MANICURE SETS.

SUITABLE FOR PRESENTS.

COLONIAL DISPENSARY.

14, Queen's Road, Central.

Telephone No. 1877.

Bols'

FAMOUS

GIN

JUST

ARRIVED



GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

QUEEN'S ROAD, CENTRAL.

Tel. No. 125.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.
TO
MARSEILLES & LONDON.
Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"SELORE"	9th April	18th May	24th May

SINGAPORE AND BOMBAY.	
"DILWARA"	17th March
	due Bombay about 2nd April

SHANGHAI, MOJI, KOBE &c.	
"DILWARA"	3rd March
"SELORE"	17th March
	Shanghai only, Shanghai, Moji and Kobe.

Wireless on all steamers.
For PASSENGER, HANDBOOKS, FREIGHTS, &c. apply to—
P. & O. S. N. Co's Office, E. Y. D. PARR, Superintendent.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA)

AS "BOLTON CASTLE" for NEW YORK Sailing about beginning of March.
For Space and Particulars apply to DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE

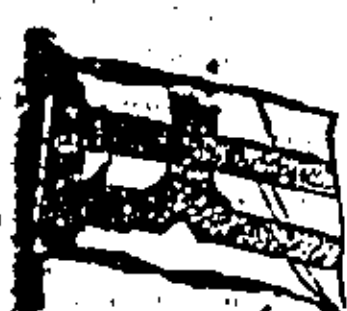
Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL, S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA.
RIOJUN MARU due on or about 3rd Mar.
For JAPAN.
BORNEO MARU due on or about 10th Mar.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON	Monthly direct service via Singapore and Port Said.
CELEBES MARU	Sunday, 9th March.
GENOA & BOMBAY	Monthly service, taking cargo on through bills of Lading with transshipment at Bombay to Company's steamer.
BURMA MARU	Monday, 3rd March.
MARSEILLES	Monthly direct service via Singapore and Port Said.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.	HIMALAYA MARU End of March.
GENOA & BOMBAY	Monthly direct service via Singapore.
BURMA MARU	Monday, 3rd March.
BATAVIA, SAMARANG, SOERABAYA	Monthly direct service.
STYDEN, MELBOURNE	Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
LUZON MARU	Monday, Middle of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA	Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POLYNS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
AFRICA MARU	Saturday, 1st Mar., at 1 p.m.
MEXICO MARU	Monday, 17th Mar., at 3 p.m.
HAIPHONG	Three times a month service.
TAIYU MARU	Friday, 28th February.
JAPAN PORTS	Friday, 28th February.
DAIBOSHU MARU	Thursday, 27th February.
KELUNG, TAKAO via SWATOW, AMOY	These steamers have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the SOON YIP WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.	SOSU MARU Thursday, 27th Feb. at 9 a.m.
For KELUNG via SWATOW and AMOY.	AMAKO MARU Sunday, 2nd Mar., at 10 a.m.
KALO MARU	Sunday, 9th Mar., at 10 a.m.

For sailing dates and further particulars please apply to—
K. YAMASAKI, Manager,
No. 1, Queen's Building,
Tel. No. 744 & 745.

EMULSION OF COD LIVER OIL
WITH HYPOPHOSPHITES.

A palatable emulsion containing forty per cent. of pure
Cod Liver Oil, a valuable Food, Tissue Builder,
and Tonic.

In bottles \$1.25 and \$2.00 each.

EXTRACT OF MALT & COD LIVER OIL
\$1.50 and \$2.50 per bottle.VICTORIA DISPENSARY,
TELEPHONE 298.

SHING KEE CO.

SODA MERCHANTS,
IMPORTERS AND EXPORTERS
OF

Caustic Soda, Soda Ash, Murate of Ammonia, Silicate
of Soda, Borated Bicarbonate of Soda, Mineral Water,
and Soda Crystal, Bleaching Powder, Sulphur Acid,
Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 32, Des Voeux Road West, HONGKONG.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI	CHENIAN	Mar. 1, at 3 p.m.	
SWATOW & BANGKOK	HUTIN	Mar. 4, at 10 a.m.	
SHANGHAI	TEAN	Mar. 4, at 4 p.m.	
HAIPHONG	KAIPOON	Mar. 6, at 10 a.m.	
SHANGHAI	SUNSHINE	Mar. 6, at Noon.	

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, Electric Light and Fans in Saloon and
Shoe-rooms. Regular schedule service between Canton, Hongkong and Shanghai,
with cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at
Woo-soong.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE
MANILA	YUENSANG	FRIDAY, Feb. 28, at 2 p.m.	
SHANGHAI	WINGSANG	SATURDAY, Mar. 1, at 8 a.m.	
SHANGHAI via SWATOW	LOESANG	SUNDAY, Mar. 2, Daylight	
STRAITS & CALCUTTA	YATSEING	TUESDAY, Mar. 4, at 3 p.m.	
MANILA	LOONGSANG	FRIDAY, Mar. 7, at 3 p.m.	
SANDAKAN	MAUSANG	SATURDAY, Mar. 8, at Noon.	

CAIROUTTA LINE—This line is temporarily discontinued owing to the war, but at present a
monthly service maintained with Calcutta by the "Kwangsang" and "Yuen" calling at
Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted
with Electric Light and Fans and carries a fully qualified Surgeon.

SINGAPORE LINE—The "Van Waverick" leaves for Singapore approximately every
fortnight. This vessel has excellent accommodation for first class passengers and is fitted
throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation, calling from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Haiphong when indicated.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
excellent accommodation for passengers.

TIENSHAN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Wihaiwei and Changhai.

Under British Government Transport Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and description affixed thereto.

For Freight or Passage apply to—
THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.,
Tel. No. 415.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences and carry a fully qualified Surgeon.

For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD., Agents.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS

BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN
and SEATTLE.

FOR FREIGHT AND PARTICULARS

APPLY TO:

THE ADMIRAL LINE,

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2888.

No. 12, Ice House Street.



TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	23rd Feb. from Yokohama.
SHINYO MARU	20,000	5th March.
PERIA MARU	9,000	27th March.
KOREA MARU	20,000	22nd April from Yokohama.
NIPPON MARU	11,000	28th April from Yokohama.
TENYO MARU	22,000	3rd May.
SIBERIA MARU	20,000	22nd May from Yokohama.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,
CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
ANYO MARU	15,000	Mar. 21st.
SEIYO MARU	17,000	May 3rd.
KIYO MARU	17,000	July 12th.

These steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.

Telephone Nos. 2374 and 2375.

KING'S BUILDING.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER.

via NAGASAKI (or Moji) KOBE and YOKOHAMA.

STEAMER	FROM HONGKONG	ARRIVE VANCOUVER
Empress of Russia	15th Mar.	31st March
Empress of Japan	19th Mar.	2nd April
Empress of Asia	27th Mar.	14th April
Monteagle	5th April	25th April
Empress of Russia	24th April	12th May
Empress of Japan	7th May	28th May
Empress of Asia	22nd May	9th June
Monteagle	10th June	4th July
Empress of Russia	19th June	7th July
Empress of Japan	2nd July	23rd July
Empress of Asia	17th July	4th Aug.
Empress of Russia	14th Aug.	1st Sept.
Monteagle	20th Aug.	13th Sept.

For particulars regarding passage fares, sailings and reservations of accommodation, also literature of trips and descriptive literature, apply to—
P. D. BUTTERFIELD,
General Agent, Passenger Department,
Phone 705.

HONGKONG.

J. N. WALLACE,
General Agent.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH-CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Lights and Fans in Saloons
and Balcans. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

SWATOW & AMOY.
Arrivals and Departures from the Company's Wharf (near Blaks Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.,
General Managers.

CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS.

"NANKING"	"CHINA"
(15,000 tons, American Registry).	(10,200 tons, American Registry).
SAILINGS FROM HONGKONG FOR	
SAN FRANCISCO	
VIA SHANGHAI, JAPAN PORTS & HONOLULU	
"NANKING"	"CHINA"
March 27th, 1919.	April 24th, 1919.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.	
O. H. BITTER, Freight and Passenger Agent.	
Prince's Buildings, Ice House Street. Tel. 1934.	

AMERICAN & MANCHURIAN LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

THE Steamship
"BLOEMFONTEIN"

will be despatched for—
NEW YORK via Panama Canal
about the 28th February.

For Freight and Further Particulars, apply to
THE BANK LINE, LIMITED,
General Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.
From Hongkong: Connecting with From Colombo:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—
THE BANK LINE, LIMITED,
Managers Agents.

"ELLERMAN" LINE.
(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

THE BANK LINE, LTD.
Osaka & Co., Canton.

SHIPPING

SOME SHIPS.

The Australian Acting Prime Minister (Mr. Watt) stated on December 27th that he had received telegraphic advice from the Prime Minister (Mr. Hughes) that 33 steamers, representing 323,973 gross tonnage, would proceed to Australia during December and January with troops, invalids, munition workers and families. Apart from these vessels, 60 steamers, with a gross tonnage of 411,600, are now en route to Australia to load wheat and flour, in addition to which 20 cargo steamers, with a gross tonnage of 110,216, and 31 neutral and Allied vessels, mostly sailers, with a total gross tonnage of 49,686, were on the way, or about to proceed, to Australia, and New Zealand for loading. These vessels represent a total gross tonnage of all classes of 844,455, already en route or sailing in December and January to Australia and New Zealand, and available for loading the products of the two Dominions. They are exclusive of ships of the Commonwealth Government line and ex-enemy vessels which are being run under the control of the Commonwealth Government. Mr. Watt added that, in view of the world-wide shortage of shipping, and the great demands upon such shipping as was available, he regarded this information as highly satisfactory. It showed clearly that the interests of Australia were receiving the closest attention in all quarters.

CUNARD AT ANTWERP.

The Cunard Line is reported to be contemplating the installation at Antwerp of a new Transatlantic service. It is suggested that the Cunard Line should be offered the reversion of the North-German Lloyd's pre-war quays. The report is hailed with enthusiasm in Belgian commercial circles, which are most anxious to secure the earliest revision of the Scheldt regime and the restoration of Antwerp to its old position among the world's ports.

A step in this direction is the Belgian Relief Commission's decision, to make Antwerp, instead of Rotterdam, its port of discharge and supply. At the beginning of last December arrivals at Antwerp included several British steamers, among which was the Marylebone, conveying the British Consul-General, Sir Cecil Hertslet, and several representatives of British shipping interests. While Belgium at present reserves to herself a free hand in regard to her commercial policy, she desires the unrestricted enlargement of economic relations with Great Britain, the reopening of communications with which is eagerly awaited. The stabilization of Belgium exchange on London is welcomed as an indication of British sympathies, and a generous estimate of future prospects. There is reason to believe that the British authorities propose enlarging the scope of our commercial representation in Belgium.

THE GERMAN MERCHANT FLEET.

In an important article on the state of the German Mercantile Marine, the "Cologne Gazette" arrives at the conclusion that Germany is still the "owner" of 3,700,000 tons of merchant shipping out of a total before the war of 5,500,000 tons. It is estimated that 2,250,000 tons are "in Germany or in the immediate neighbourhood," that 750,000 tons lie untouched in neutral countries, that 625,000 tons have been confiscated by neutrals for their use, and that 65,000 tons have been handed over to the enemy under the armistice. Even if it is assumed that 250,000 tons of the shipping in Germany has been used up by war service, Germany still "owns" 3,500,000 tons of the merchant shipping that she had before the war. To this is added new construction of "at least" 1,000,000 tons during the war, so that the whole merchant fleet is estimated at about 4,500,000 tons.

As has on several occasions been shown in this column, the Germans are really prepared for a demand of "ton for ton," and their great hope is that the Allies will not take what shipping they have got and be satisfied with that, but will tell the Germans to build for them, and thereby secure the expansion of the German ship-building industry and the future of the German Mercantile Marine.

The "Cologne Gazette," for its part, comments as follows on its calculation:—
"We cannot, of course, foresee what will really remain to us of this tonnage. The signs that the enemy desires to dictate to us a peace of justice and not of violence are still very thin. President Wilson alone still maintains his creed. We are regarded as debtors, and can only at best hope that the enemy will see that it would be unwise to make a debtor incapable of paying his debt—quite apart from the fact that complete violation must plunge her people into 'fresh' hatred. One thing is certain—that in our merchant fleet we still possess the value of many millions of marks, which we can throw into the scale, and that the release of all this tonnage for the supplying of Germany is a simple demand of humanity."

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong about	Due Marseilles about	Due London about
NELLORE	9th April, 1919	15th May	24th May

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DILWARA	17th March	2nd April

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai only, Shanghai, Moji and Kobe.
DILWARA	3rd March	
NELLORE	17th March	

Tickets interchangeable with B.I.S.N. Coy. between ports, common to both Companies.
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or the Orient Company.
Passengers may travel B.I. Company between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For further information, Passage Fares, Freight, Handbooks, Dates of Sailings etc., apply to:

E. V. D. PARR, Superintendent.

E. H. ING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS, viz Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	*Shidzuoka Maru, 12,520 tons	WED., 10th Mar., at 11 a.m.
Nagasaki, Kobe & Yokohama	*Nikko Maru, 9,600 tons	MON., 31st Mar., at 11 a.m.
Shanghai & Kobe	Benten Maru, 8,000 tons	Beginning of March.
London or Liverpool via Singapore, Malacca, Penang, Colombo, Suez & Port Said.	*Kitano Maru, 15,980 tons	SATURDAY, 8th March.
Melbourne via Manila Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	*Tango Maru, 13,760 tons	WED., 26th March, at 11 a.m.
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal		
Bombay via Singapore, Malacca & Colombo	*Yubari Maru, 6,000 tons	Beginning of March.
Calcutta via Singapore, Penang & Rangoon	*Akita Maru, 8,000 tons	Beginning of March.

*Omitting Shanghai and/or Moji. Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, & YOKOHAMA.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

*Fushimi Maru, SATURDAY, 22nd Mar., at 11 a.m.
*Suwa Maru, MONDAY, 8th May, at 11 a.m.

*Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA, S. YASUDA, Manager

Telephone 294 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyards: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 3.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1919.

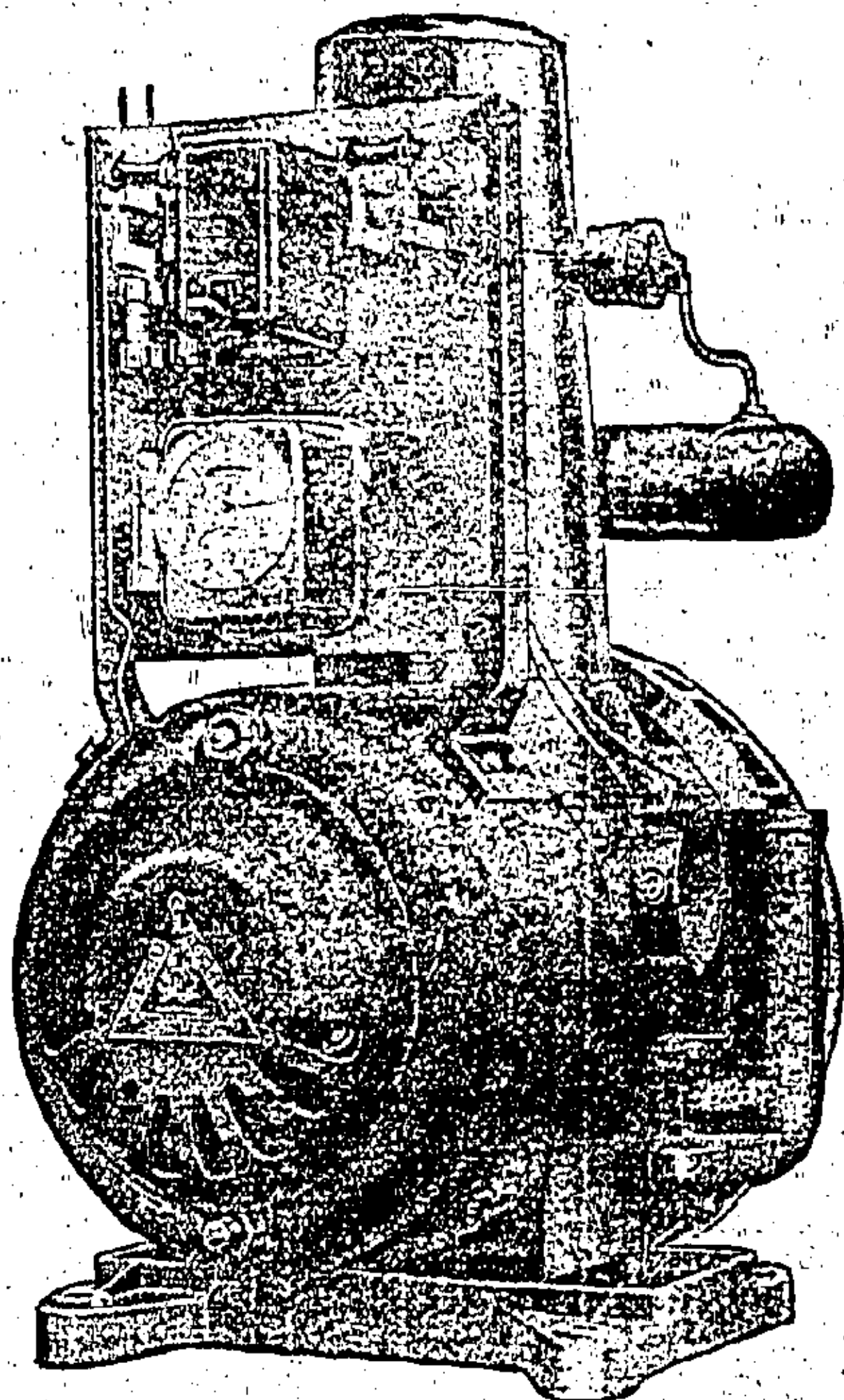
VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Liverpool via S'pore, Pang & C'bo. &c.	Kitano Maru	Nippon Yusen Kaisha	On 8th March.
San Francisco via Shanghai & Japan &c.	Shinyo Maru	Toyo Kisen Kaisha	On 8th March.
San Francisco via Shanghai, Japan &c.	Forus Maru	Toyo Kisen Kaisha	On 27th March.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 28th March, at Noon
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 28th April.
San Francisco via Shanghai, Japan &c.	Swing	China Mail S.S. Co., Ltd.	On 27th March.
New York via Panama Canal	Blomfontein	The Bank Line, Limited	About 18th Feb.
Victoria B.C. & Seattle via S'hai. &c.	Rolton Castle	Dodwell & Co., Ltd.	Beginning of March.
Victoria, Vancouver, Seattle & Tacoma.	Fushimi Maru	Nippon Yusen Kaisha	On 22nd Mar., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Africa Maru	Osaka Shosen Kaisha	On 1st Mar., at 3 p.m.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Co.	On 12th March.
Sydney & Melbourne	Luzon Maru	Osaka Shosen Kaisha	On 12th March.
Australian Ports via Japan	Anjo Maru	Toyo Kisen Kaisha	On 21st March.
Australian Ports via Japan	Seiyo Maru	Toyo Kisen Kaisha	On 7th May.
Shanghai	Wingang	Jardine, Matheson & Co., Ltd.	On 12th March.
Shanghai	Chonan	Butterfield & Swire	On 2nd Mar., at 11 a.m.
Shanghai	Teian	Butterfield & Swire	On 1st March, at 3 p.m.
Shanghai, Kobe & Yokohama	Dilwara	P. & O. S.N. Co.	On 4th Mar., at 4 p.m.
Saidkan	Shidzuka Maru	Nippon Yusen Kaisha	On 19th Mar., at 11 a.m.
Kobe via Swatow and Amoy	Matsung	Jardine, Matheson & Co., Ltd.	On 2nd Mar., at Noon.
Takao via Swatow & Amoy	Amakusa Maru	Osaka Shosen Kaisha	On 2nd Mar., at 10 a.m.
Swatow, Amoy & Foochow	S shu Maru	Osaka Shosen Kaisha	On 28th Feb., at 1 p.m.
Manila	Haitan	Douglas Larrak & Co.	On 28th Feb., at 3 p.m.
Java	Yensung	Jardine, Matheson & Co., Ltd.	On 28th Feb., at 3 p.m.
Singapore, Rangoon & Calcutta	Riojun Maru	Dodwell & Co., Ltd.	About 3rd Mar.
Nagasaki, Kobe & Yokohama	Kitano Maru	Nippon Yusen Kaisha	Beginning of March.
Straits & Calcutta	Nikko Maru	Nippon Yusen Kaisha	On 31st Mar., at 11 a.m.
Singapore, Penang, Colombo & Port Said	Yatsushiro	Joshi & Mito-on & Co., Ltd.	On 4th Mar., at 3 p.m.
Mauritius, Delagoa Bay, Durban	Nellore	P. & O. S.N. Co.	About 9th April.
Bombay, via Singapore, Malacca & Colombo	Himalaya Maru	Osaka Shosen Kaisha	End of March.
	Tubari Maru	Nippon Yusen Kaisha	Beginning of March.

DELCO-LIGHT

THE LATEST MARVEL IN THIS MARKET IS A
3 K. W. MACHINE WITH AN OUTPUT OF 180 16 C.P. LAMPS,
AND WORKS ENTIRELY ON KEROSENE.

For the Popularity of the DELCO see the Number Sold for Lighting Bungalows in Fanning, the Peak Tramway Station, Cafes, Motor Ships.



Yachts, and Private Residences in this Colony; Also Travelling Moving Picture Shows and Numerous Chinese Residences in the Country and in the Coast Ports.

CALL AND INSPECT OUR STOCK.

FULL INFORMATION ON APPLICATION.

IT IS UNDOUBTEDLY THE BEST OF ITS KIND IN THE MARKET.

WE HAVE STOCKS OF MACHINES WITH OUTPUTS OF FROM
47 LIGHTS UP TO 280.

SOLE AGENTS:-

W. G. HUMPHREYS & CO.

MACHINERY DEPARTMENT, HONGKONG.

TEL. 228.

TEL. ADDRESS: ABEONA.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most comfortable route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "VENEZUELA" WEDNESDAY, March 28th.
S.S. "ECUADOR" WEDNESDAY, April 2nd.
S.S. "COLOMBIA" WEDNESDAY, May 21st.

These Steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER DECKS and large comfortable staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cabin and the attendance so passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc., apply to COMPANY'S OFFICE in Alexander Building, Canton Road.

TELEPHONE 141.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings - To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings - S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.).
S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays excepted).
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 a.m.).
S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays excepted).

Further information may be obtained at the Company's Office, Hotel Macao, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

IRON AND STEEL PRODUCTS

BEST TERMS. COMPLETE STOCKS.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE.

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION.

TIENTSIN, NORTH CHINA

TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.G. Fifth Edition, Engineering First and Second Editions, Western Union, and Walker.

Dock Owners Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:					
NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER TIDE	RISE OF TIDE	SLIP
No. 1 Dock, Kowloon	70'	36' top (24' bottom)	10'	1'	24'
No. 2 Dock, Kowloon	50'	24'	10'	1'	24'
No. 3 Dock, Kowloon	50'	24'	10'	1'	24'
Patent Slip, No. 1, Kowloon	50'	24'	10'	1'	24'
Patent Slip, No. 2, Kowloon	50'	24'	10'	1'	24'
TAL-EOK-TSUI	145'	36'	10'	1'	24'
Competition Dock	145'	36'	10'	1'	24'
ABENDS&F	145'	36'	10'	1'	24'
Hong Dock, Latent Dock	145'	36'	10'	1'	24'

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

Address Enquiries to the Chief Manager.

P. & O. S. N. Co

STEAM FOR

STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer carrying the Japanese Mail will be despatched from the port of origin taking Cargo for the above ports. Passengers accommodation in the connecting vessel is secured when available before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the connecting steamer for Marseilles and London. Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates etc. apply to

E. V. D. PARR, Superintendent.

Hongkong, Jan. 28, 1919.

WINGARIS

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MATSUE, KISHIDA, YOSHINO, HOJO, NAMAZU, SATO, KANADA, SHINNEW, KAMITAMADA, BIRAI, and OTUBARI COAL MINES.

AGENTS FOR SAKTU COAL.

Head Office: - TOKYO.

Branches and

Representatives:-

Nagasaki, Karatsu, Wakamatsu, Moji, Fukuoka, Kobe, Fukuoka, Nagoya, Yokohama, Tokyo, Hakodate, Muroran, Otaru, Vladivostok, Peking, Tientsin, Dairen, Taiyuan, Hankow, Shanghai, Taipei, Hongkong, Canton, Hainan, Manila, Singapore, Calcutta, London and New York.

Cable Address: "IWABAKI"

Canton, Hongkong: "IWABAKI"

Vancouver: "A. I. R. O. S. N. Co."

Western Union and Beatty's.

Agency for: THE OKAWA MARINE & FIRE INSURANCE CO., LTD. OKAWA.

For Particulars apply to: S. YASUDA, Manager.

No. 14, PRINCE STREET, HONGKONG.

LECTURE BY MR. J. O. P. BLAND.

At a meeting of the Central Asian Society held at the Royal Asiatic Club some weeks ago, Mr. J. O. P. Bland gave an entertaining lecture on "China," illustrated by lantern slides. General Sir Edmund Barrow was in the chair.

The lecturer, in the course of his remarks, said: When we come to consider the question of peace, the establishment of a League of Nations, and other important questions, the position of China, which contains a population representing about a third of the human race, deserves very serious consideration. Unless we have studied the subject very closely I do not suppose anyone has any idea of the character and extent of the Oriental Bolshevism which has overrun the great country. We have been all of us too preoccupied with our own immediate affairs to pay much attention to China, but I may say that during that period of Oriental Bolshevism there have been more lives lost than in the whole of the European War. I propose to set before you a broad outline of the course of events since the collapse of the Manchu dynasty in 1911, and to draw your attention to the fact that the present deplorable condition of China has been brought about, not by her political system, but her social system, whose roots go back into the distant past. I hope also to convince you that there is no hope of establishing any equilibrium without a benevolent despotism or some form of autocratic Government. The conclusions which I have arrived at are, I know, running diametrically opposite to many which our missionary societies have held, but I ask you to believe that they are perfectly sincere. Many people who study politics from the point of view of our own little island believe in the principle of Representative Government, and are of opinion that democracy is a panacea which will cure the evils of government yet devised, but it does not follow that every nation has attained such a stage of development that it can profitably apply this form of government. When certain politicians profess to believe in democracy, do they mean democracy as it exists in misguided Russia, or as I have seen it in Portugal, reducing the efforts of honest labour to impotence? Or, again, take the present position of India. It is proposed to give self-government to India, and yet, when it is remembered that this is the very principle which has had such disastrous results in China, it might well cause our politicians to hesitate. Political theorists have declared with regard to China that it is not the business of this country to interfere with the development of the principle of self-determination, but this opinion does not coincide with the views held by the men of experience—the consuls, the diplomats, the financiers, and traders. They hold it is our business to maintain a strong central authority. When Yuan Shikai wanted to establish a firm Central Government, we failed to support him, and to-day China is suffering very severely as the result. While the Chinese Parliament has argued, wrangled and dabbled, the only practical thing they have done in the course of their six years' Parliamentary activity is to pass payment of members. There they have followed the example of Europe. (Laughter.) The people are taxed more heavily than they were before. A civil war is going on between the leaders of the North and the South, and the military leaders on both sides have levied enormous sums from the civil populations in order to maintain their authority. Borrowing on a large scale is going on from Japan, but the North and the South have agreed, as they did in 1911, that the last thing they wish to do is to fire any shots at each other for any purpose of politics. Here we touch upon delicate ground, for the Anglo-Japanese Alliance is still in force and is still as important for British interest in the Far East as ever it was. But there is no doubt whatever in my mind that Japan has aimed at supremacy as a World Power in the Far East, and it has been to her interest to encourage dissensions in China by lending sums of money to the North and South for the purpose of the civil war.

The Chinese joined in the war against Germany rather late in the day, and I remember there were many comments in the newspapers in this country about the oldest civilisation in the world joining in the war against German militarism. But there is much that has happened recently in China which would justify one in saying that the Chinese have developed a species of militarism far more corrupt even than German Junkerism. And yet we talk of the virtues of Republics! I met the other day a distinguished Liberal politician who expressed the hope that the time would shortly come when there was not a single throne left upon the whole of the planet. I endeavoured to convince him that it was not the political system of a country but the character of the people which made for good or bad conditions. Since the removal of the Manchu dynasty in China corruption is more rampant than ever. We have seen the revival of the opium trade which had been suppressed by the Manchus. And then take China's record as a belligerent. She went into the war professing to believe in the

BOATS DUE TO ARRIVE AND DEPART.

VESSELS DUE TO ARRIVE.

FEBRUARY 27.
AGAPENOR, R. and S., from Liverpool.

MARCH 3.
RIOJUN MARU, D. & Co., from Japan, with mail.

MARCH 5.
FUSHIMI MARU, N.Y.K., from Seattle, with mail.

MARCH 8.
ANYO MARU, T.K.K., from Valparaiso.

MARCH 10.
BORNEO MARU, D. & Co., from Java, with mail.

LAOMEDON, B. and S., from Liverpool.

EURYLOCHUS, B. & S., from Liverpool.

MARCH 15.
PROTESILAUS, B. and S., from Singapore.

NANKING, China Mail, from San Francisco, with mail.

MARCH 19.
TELEMACHUS, B. & S., from Liverpool.

MARCH 23.
PERSIA MARU, T.K.K., from San Francisco, with mail.

PHILXUS, B. & S., from Liverpool.

MARCH 26.
HOKUTO MARU, D. & Co., from Java.

MARCH 29.
TELAMON, B. & S., from Liverpool.

DEPARTING VESSELS.

FEBRUARY 28.
AGAPENOR, B. and S., for Japan, via Shanghai.

DJIPANOS, J.C.L., for Java.

MARCH 2.
AFRICA MARU, O.S.K., for Victoria and Vancouver.

MARCH 5.
RIOJUN MARU, D. & Co., for Java.

SHINYO MARU, T.K.K., for San Francisco.

MARCH 11.
HYSON, B. and S., for London.

ATREUS, B. and S., for Liverpool.

EURYLOCHUS, B. & S., for Japan via Shanghai.

LAOMEDON, B. and S., for Japan.

MARCH 12.
BORNEO MARU, D. & Co., for Japan.

MARCH 13.
EMPRESS OF RUSSIA, Canadian Pacific, for Vancouver.

HECTOR, B. & S., for Liverpool.

MARCH 17.
CHICAGO MARU, O.S.K., for Victoria and Vancouver.

MARCH 20.
TELEMACHUS, B. & S., for Japan via Shanghai.

MARCH 21.
ANYO MARU, T.K.K., for South America.

MARCH 22.
FUSHIMI MARU, N.Y.K., for Seattle.

MARCH 24.
PELEUS, B. & S., for Japan via Shanghai.

MARCH 25.
EPYRRHUS, B. and S., for London.

MARCH 27.
NANKING, China Mail, for San Francisco.

PERSIA MARU, T.K.K., for San Francisco.

MARCH 29.
HOKUTO MARU, D. & Co., for Japan.

MARCH 30.
PROTESILAUS, B. and S., for Seattle.

BEAUTIFIED OR DISFIGURED?

Has the war beautified or disfigured merchant ships of the nations? Ships of the Allies are either camouflaged or painted grey, and are armed, no beauty about all this. It is when we see the neutral steamers that we really get something of the colours of war. With a worthy dignity, these vessels flaunt their national colours on hull and stern. The iron ore ship from Bilbao has red and gold bars painted on her side, while the timber craft from Drammen or other Norwegian ports bears a large red patch down her hull, on which there stands a deep blue cross, Greece has her blue and white stripes, and Denmark her red with white cross. Sweden boasts a golden cross on a marine-blue background, and Holland bars of red, white, and blue respectively. It does not seem so long ago, either, when the trim American merchantman blazoned her identity to the seven seas by means of a mighty "star-spangled banner" on her hull.

principles for which the Allies were fighting. She received as a reward sums of money amounting to some seven or eight millions sterling. That was the beginning and the end of Chinese participation. The autocrats would, I think, have done more than that.

NOTICES.

"ARROW"
COLLARS & SHIRTS.

LOOK WELL,
WEAR WELL,
AND ARE
WELL MADE.

TRADE MARK
ARROW
CLUETT, REABODY & CO.

SHORT ITEMS.

The famous London publishing house of John Murray has just celebrated its 150th anniversary. The present head of the house is John Murray 4th, who, following the example of his father, and of his grandfather, has, according to the New York "Times," twice declined the offer of a peerage, believing that he enjoys more distinction as the fourth of a world-famous dynasty of a great publishing house than he would were he to conceal the name of his forebears under some modern title.

"Take this medicine," said the young doctor, as reported by the Journal of the American Medical Association. "It doesn't cure you, come back in a few days and I'll give you something that will." The patient pocketed the dose reluctantly. "If you don't mind, Doc, I'll take some of that that will cure me right away."

Experience in talking about billions of dollars is different from dealing with concrete facts in reference to those immense sums. A daily paper says that an expert cashier can count four thousand silver dollars in an hour, or thirty-two thousand in a day. But to count a billion dollars would require his constant work, at that rate, day after day, for one hundred and two years!

An amusing comment is reported by a newspaper correspondent as having been made by a German resident of Cologne, who was looking at British soldiers cleaning their machine guns in the streets of that city. "So you have wound up," he said, "as the Watch on the Rhine!"

Again are British lovers of a good American apple berailed with that delectable fruit, which has not been exported to them for two years, according to "Shipping." Now shipments are to begin again. But the English apple-eater will have to pay the freight—which will be about \$5 a barrel. With other necessary charges, says "Shipping," the fruit has got to sell on the Liverpool dock above \$11.25 a barrel to allow a cent of profit.

In a study of "Australian Social Development," Dr. Clarence H. Northcott touches on a point in the early history of Australia thus: "Moral turpitude... is after all an acquired characteristic and is not transmissible by heredity. The dangers and difficulties of Australia offered them [the convicts] those opportunities for adventure which they had been denied, and they responded to them so that they grew to the physical and moral height of the average man. The positive view seems to be correct, that because of their courage and vigor, the early convicts who succeeded in leaving children were individually... 'roughened foundation stones of the best kind.'"

Some "modern improvements" defeat their own purpose by introducing too much complexity. The "Railway Age" says that a recent collision was in part due to the mistake of an engineer who carried a watch fitted with two hour-hands and who thought he was running his train on Mountain time when in reality he was in the section where Central time was the standard.

An army airplane made the trip between Dayton, Ohio, and New York City on November 30 in four hours and ten minutes, without a stop. This was at an average speed of 132 miles an hour. This rate of speed maintained for a day would easily take an airplane across the Atlantic.

THEY MAKE YOU FEEL GOOD.

BE pleasant purgative effect, experienced after taking Chamberlain's Tablets and the healthy condition of body and mind to which they contribute, makes these tablets worth while. For sale by all chemists and Storekeepers.

Have you ordered your Copy of

The Dollar Directory

NOW IN PRINT.

From Messrs. BREWER & Co.,

Tel. No. 608.

23, Queen's Road Central.

POST OFFICE.

The French Post Office announces that it is now in a position to forward all classes of posted packets, except parcels, addressed to Alsace and Lorraine. Such packets may accordingly be posted in the ordinary way.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammarah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unione, Vienna, Treviso Padova, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Fribourg, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

SATURDAY, March 1.

Straits—Per DILVARA.

OUTWARD MAILS.

FRIDAY, February 28.

Haiphong—Per CHONGVA, 8 a.m.

Straits—Per NANYO MARU, No. 1, 11 a.m.

Swatow, Amoy and Foochow—Per HAITAN, 1 p.m.

Japan via Nagasaki—Per MIYURA MARU, 1 p.m.

Philippine Islands—Per YUENSANG, 2 p.m.

Japan via Nagasaki—Per DAIROSHI MARU, 4 p.m.

SATURDAY, March 1.

Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via AFRICA MARU, Registration 9.45 a.m., Letters 10.30 a.m.

Shanghai and North China—Per CHENAN, 2 p.m.

Amoy, Shanghai and North China—Per TILMANOEK, 4 p.m.

SUNDAY, March 3.

Swatow, Amoy and Foochow via Keelung—Per AMARUSA MARU, 9 a.m.

TUESDAY, March 4.

Swatow and Bangkok—Per HUPEH, 9 a.m.

Shanghai and North China—Per TEAN, 2 p.m.

Bangkok, Java, and Port Moresby via Batavia—TILKIN, 5 p.m.

WEDNESDAY, March 5.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via AFRICA MARU, Registration 9.45 a.m., Letters 10.30 a.m.

Canada, United States, Central and South America, and EUROPE via AFRICA MARU, Registration 9.45 a.m., Letters 10.30 a.m.

THURSDAY, March 6.

Haiphong—Per KATFONG, 8 a.m.

Shanghai, and North China—Per SUNNING, 11 a.m.

FRIDAY, March 7.

Swatow, Amoy and Foochow—Per HAITAN, 1 p.m.

VESSELS IN TAIKOO DOCKYARD.

S.S. "KUIZHOW".

S.S. "TUNGCHOW".

S.S. "TEAN".

S.S. "LIANGCHOW".

S.S. "THIENTSIN".

S.S. "WENOHOW".

S.S. "HOTHOW".

S.S. "OHOFU MARU".

S.S. "TILMANOEK".

A.M.V. "MEDWAY".

S.S. "HAUOHOTO".

MOVEMENTS OF STEAMER.

The American & Manchurian Line, ss. "Waltan Hall" from New York, is expected to arrive on 15th March.

ENTERTAINMENTS.

THE
Tel. No. 1743. **CORONET** Tel. No. 1743.

FEBRUARY 27 & 28, MARCH 1 & 2.

THEDA BARA

IN

THE SERPENT.

NO HALF PRICE SEATS.

Booking at ROBINSON'S.

VICTORIA THEATRE

FEBRUARY 27 & 28, MARCH 1 & 2.

PATHE NEWS No. 26.

"THE COUNT OF MONTE CRISTO"

FINAL EPOCH.

"THE PUNISHMENT."

MATINEE.

SUNDAY, March 2, at 6 p.m.

MRS. PLUM'S PUDDING

featuring

MARIE TEMPEST.

Coming!

FREEDONY

&

VAUDEVILLE CO.

Coming!

HONGKONG THEATRE.

MARCH 1, 2, 3 & 4.

showing:—3rd & 4th Episodes

"A LASS OF THE LUMBERLANDS"

featuring HELEN HOLMES.

Also, Gazette, & Comica.

TUESDAY 4th, Matinee at 5.15 p.m.

1st & 2nd Episodes BILLIE BURKE in

"GLORIA'S ROMANCE."

THEATRE ROYAL

TO-NIGHT

TO-NIGHT

TO-NIGHT

TO-NIGHT

Edgar Warwick

PRESENTS

WANT FAIR

THE RETURN OF THE FAVOURITES

EVERYONE WILL BE THERE—BE IN THE BOOM.

BOX PLAN ARRANGEMENTS—

Until 1 p.m. at Montre's. From 5 till 8 p.m. at Hongkong Hotel.

A. D. C.

IN THE MUSICAL PLAY

"PINKIE AND THE FAIRIES"

For GROWN UPS and CHILDREN

by W. GRAHAM ROBERTSON

MUSIC by FREDERICK NORTON

With full ORCHESTRA, CHORUS and BALLET

Over 60 Performers.

GALA PERFORMANCE, FRIDAY, March 21, at 9.15 p.m.

The gross takings of which will be allocated to the—

HONGKONG WAR MEMORIAL FUND.

PRICES: Dress Circle \$5.
Stalls \$3.
Pit and Gallery \$2. and \$1.

Second Performance: Saturday, March 22, at 9.15 p.m.

Third "Monday, " 24, "

Fourth "Tuesday, " 25, "

Fifth "Wednesday, " 26, Matinee.

PRICES: \$3, \$2, and \$1.

Children half price to Matinee.

Booking opens at MOUTRIE'S

on Friday next, 28th inst., at 9 a.m.

Printed and Published for THE CONCEALED by GEORGE WILLIAM CLARK, BAKER, Editor and Manager, No. 5, Wyndham Street, Hongkong.